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NATO STANDARD

MPP-02.3.10

**MARITIME CONSIDERATIONS ON
THE CONDUCT OF SPECIAL
PATROL INSERTION AND
EXTRACTION OPERATIONS
(SPIE OPS)**

Edition (A) Version (2)

DECEMBER 2018



NORTH ATLANTIC TREATY ORGANIZATION

MULTINATIONAL PROCEDURAL PUBLICATION

**Published by the
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NATO STANDARDIZATION OFFICE (NSO)

NATO LETTER OF PROMULGATION

5 December 2018

1. The enclosed Multinational Procedural Publication MPP-02.3.10, Edition A; Version 2, MARITIME CONSIDERATIONS ON THE CONDUCT OF SPECIAL PATROL INSERTION AND EXTRACTION OPERATIONS (SPIE OPS), which has been approved by the nations in the Military Committee Maritime Standardization Board, is promulgated herewith. The agreement of nations to use this publication is recorded in STANAG 1464.
2. MPP-02.3.10, Edition A, Version 2 is effective upon receipt and supersedes MPP-02.3.10, Edition A, Version 1 which shall be destroyed in accordance with the local procedure for the destruction of documents.
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4. This publication shall be handled in accordance with C-M(2002)60.



Zoltán GULYÁS
Brigadier General, HUNAF
Director, NATO Standardization Office

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NATO Nations, NATO Partner or Participating Nation's Letter of
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RECORD OF RESERVATIONS

CHAPTER/ PARAGRAPH	RECORD OF RESERVATIONS BY NATION
0104	BEL, ITA, NLD
0109	BEL, ITA, NLD
General	ITA, NLD

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 RESERVATIONS

NATION	RESERVATION DETAIL
BEL	<p>(1) Para 5 (new 0104): BEL will consider that, within the cabin of the aircraft, the SPIE team leader is ALWAYS (instead of NORMALLY) under the supervision of a qualified aircrew member.</p> <p>(2) Para 19 (new 0109.3): BEL will consider the following: The SPIE team members are only to approach the aircraft/SPIE rope/platform/ladder on the command of the SPIE team leader AFTER PRELIMINARY CLEARANCE FROM A QUALIFIED AIRCREW MEMBER.</p>
ITA	<p>(1) In case SPIE OPS are conducted by rope, STANAG 1444 and related national reservations apply (see ITA REF. 143/43216/4600/G.44.03/S1444 of 20 June 2011).</p> <p>(2) With reference to paragraph 5 (new 0104): - the SPIE team leader is ALWAYS under the supervision of a qualified crew member.</p>

NOTE

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RECORD OF RESERVATIONS

NATION	RESERVATION DETAIL
ITA (cont)	(3) Paragraph 19 (new 0109.3) to be modified as follows: The SPIE team members will approach the SPIE ropo/platform/ladder in an early stage. the SPIE team members are only to approach the aircraft/SPIE/rope/platform/ladder on the command of the SPIE team leader only after clearance to do so has been granted by either the aircraft commander or the aircrew (the aircrew must always obtain permission by the aircraft commander before giving the approach signal to the team leader). Personnel are to walk to the SPIE/rope/platform/ladder and attach themselves to the SPIE /rope/platform/ladder as previously briefed.
NLD	(1) Para 0104: Within the cabin of the aircraft, the SPIE team leader is ALWAYS under the supervision of a qualified aircrew member. (2) Para 0109.3: The SPIE team members are only to approach the aircraft/SPIE rope/platform/ladder on the command of the qualified aircrew member. (3) Due to the fact that the secondary safety attachment of the NLD SPIE gear is not operational, NLD NH90 SPIE operations are NOT allowed until further notice.

NOTE

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RECORD OF OBSERVATIONS

RECORD OF OBSERVATIONS BY NON-NATO NATIONS

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NATIONAL COMMENTS

NATO NATIONAL COMMENTS
BEL - BEL follows procedures but has no national aircraft to conduct spie ops. Implementation policy will be reviewed when the NH-90 Helicopter enters.
CZE - The Armed Forces of the Czech Republic do not have Navy. This CZE reply is also valid for any RD of higher editions of this STANAG.
FRA - The formats prescribed in AAP 03(J) will have to be adopted in the next edition of this STANAG and when the latter will be merged with STANAG 1444.
GRC - Such operations are not included in Naval Helicopters' spectrum of operations.
HUN - HDF does not have Navy.
SVN - Republic of Slovenia does not have means covered by this agreement.

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LIST OF REFERENCES

1. MPP-02 - *Helicopter Operations from Ships Other Than Aircraft Carriers (HOSTAC) (Maritime VSTOL Data Included)*

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CONVENTIONS USED IN THIS PUBLICATION

RESERVATIONS AND OBSERVATIONS

NATO Reservations and Partner/Global HOSTAC Participating Nations' Observations will be delineated by their respective 3-letter national country code within the margin. Refer to the Record of Reservations and Observations for details.

CHANGE SYMBOLS

Revised text from new versions are indicated by a black vertical line in the margin of the page, like the one printed next to this paragraph. The change symbol indicates added or restated information. A change symbol in the margin adjacent to an annex number and title indicates a new or completely revised annex.

WARNINGS, CAUTIONS, AND NOTES

The following symbols and definitions apply to warnings, cautions, and notes used in this publication:



WARNING

**AN OPERATING PROCEDURE, PRACTICE, OR
CONDITION THAT MAY RESULT IN INJURY OR DEATH
IF NOT CAREFULLY OBSERVED OR FOLLOWED.**

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CAUTION

AN OPERATING PROCEDURE, PRACTICE, OR CONDITION THAT MAY RESULT IN DAMAGE TO EQUIPMENT IF NOT CAREFULLY OBSERVED OR FOLLOWED.

NOTE

AN OPERATING PROCEDURE, PRACTICE, OR CONDITION THAT REQUIRES EMPHASIS.

WORDING

Word usage and intended meaning throughout this publication is as follows:

“Shall” indicates the application of a procedure is mandatory.

“Should” indicates the application of a procedure is recommended.

“May” and “need not” indicates the application of a procedure is optional.

“Will” indicates future time. It never indicates any degree of requirement for application of a procedure.

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SECTION I—MARITIME CONSIDERATIONS ON THE CONDUCT OF FAST ROPING AND RAPPELLING (FRR)

0101 Purpose

To specify the detailed requirements for the safe conduct of special patrol insertion and extraction operations (SPIE ops) utilising national and/or another nation's aircraft and personnel.

0102 Agreement

The participating nations agree to adhere to, as a minimum, the requirements and procedures specified in this standard.

ITA
NLD

0103 General

1. The requirement exists for nations to be able to conduct combined joint SPIE operations. This may include SPIE ops with a national helicopter and crew composition to another nation's deck as well as mixing aircraft and crews from different nations for a specific operation.

2. Before using mixed nation SPIE teams for operational missions the formal bi- or multi-lateral agreement(s) of each participating nation is required. Pre briefing and liaison is a mandatory requirement before conducting cross deck SPIE operations, specifically hand signals, emergencies and method of descending are to be briefed. An intensive training phase prior to conducting multinational SPIE ops on an operational level is mandatory. SPIE ops in general should only be undertaken when it is viewed as the most efficient and practical method of completing a task. The decision for SPIE ops will be made based on operational needs.

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WARNING

IF THERE IS ANY DOUBT REGARDING THE CONDITION, COMPATIBILITY OR AUTHORIZATION OF THE EQUIPMENT AND/OR PERSONNEL, SPIE OPS SHALL NOT BE EXECUTED FOR TRAINING.

0104 Personnel Requirements and Responsibilities

**BEL
ITA
NLD**

1. SPIE operations require thorough planning and a high degree of cockpit/cabin crew co-ordination. Whilst the aircraft commander retains overall responsibility for the aircraft and the conduct of the operation, the SPIE team leader is responsible to the aircraft commander for the execution of SPIE operations. Within the cabin of the aircraft the SPIE team leader is normally under the supervision of a qualified aircrew-member.

SPIE equipment might be a rope, escape platform, ladder or other means.

2. Specific Responsibilities are as Follows:

a. Aircraft Commander

- 1) For SPIE training the receiving ship's CO is briefed.
- 2) Retains overall responsibility for the aircraft and the conduct of operations.
- 3) Ensures general safety of the operation.
- 4) Ensures that aircraft hardware is inspected by qualified personnel before flight.

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WARNING

PREVAILING ENVIRONMENTAL CONDITIONS (RELATIVE WIND SPEED AND DIRECTION) AT THE RECEIVING SHIP ARE TO BE ASSESSED TO ENSURE AIRCRAFT PERFORMANCE IS MAINTAINED.

- 5) Ensures that all personnel are adequately briefed.
- 6) Studies obstacles/hazards on the receiving ship and briefs crew/boarding party accordingly.
- 7) Determines transit height AGL for the SPIE operation in agreement with the SPIE team leader.
- 8) Selects drop zone.

Depending on the helicopter specifics and procedures of different nations the following duties might be combined or separated.

b. Qualified Cabin Aircrew-Member

- 1) Conducts aircraft safety briefing to SPIE team if applicable.
- 2) Coordinate (hand) signals confirmed by back brief, such as:
 - a) Break off.
 - b) Be aware of AC crash.
 - c) All team members are securely attached to the line /platform/ladder
 - d) All team members are safe on the deck and loose from the rope/platform/ladder.
 - e) Not OK, there is a problem.

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- 3) Ensures correct attachment of SPIE equipment to the helicopter.
- 4) Inspects equipment available (rope/platform/ladder, aircraft hook) and checks its compatibility (dependent on national procedures).
- 5) Is responsible for compliance to flight safety aspects within the cabin.
- 6) Deploys rope/platform/ladder after being cleared by the aircraft commander.
- 7) Carries out the following checks after rope is deployed:
 - a) No unintentional knots in the rope(s)/ladder.
 - b) Sufficient rope lying on the drop zone IAW national procedures.
 - c) Hover position and height appropriate for the operation.
- 8) Retrieves/releases the rope/platform/ladder after SPIE team drop off, if applicable.
- 9) Continuously informs aircraft commander about the progression of the SPIE Ops process during SPIE team initial lift, transit and/or drop off.

c. Qualified Rope Master (also referred to as dispatcher in some countries):

- 1) Discusses conduct of SPIE operations, national SPIE procedures and limitations of the team (if applicable) with aircraft commander/aircrew.
- 2) Ensures correct attachment of SPIE equipment and rope/platform/ladder to the helicopter (dependent on national procedures).

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- 3) Inspects equipment available (e.g. rope/platform/ladder, aircraft hook) and checks its compatibility (dependent on national procedures).
 - 4) Attends briefing of the aircraft commander on the operation.
 - 5) Carries out the following checks after rope/platform/ladder is deployed:
 - a) No unintentional knots in the rope(s)/ladder.
 - b) Sufficient rope/ladder lying on the drop zone IAW national procedures.
 - c) Orders team member to the rope/platform/ladder.
 - 6) Assists the SPIE operators onto rope/platform/ladder.
- d. Qualified SPIE team leader:
- 1) Discusses conduct of the SPIE operation, national SPIE procedures and limitations of the team (if applicable) with aircraft commander/aircrew.
 - 2) Responsible for currency of team members.
 - 3) Inspects team members equipment available (harnesses, karabiners and ancillary equipment) and checks its compatibility (depending on national procedures).
 - 4) Ensures that all team members of SPIE team are correctly dressed.
 - 5) Attends briefing of the aircraft commander on the operation.
 - 6) Conducts briefing of SPIE team members after the aircrew briefing.
 - 7) Communicates with aircraft crew member.
 - a) Break off.
 - b) Be aware of AC crash.
 - c) All team members are securely attached to the line/platform/ladder.

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- d) All team members are safe on the deck and loose from the line.
- e) Not OK, there is a problem.
- f) Carries out the following checks after rope/platform/ladder is deployed:
 - No knots in the rope(s)/ladder.
 - Hover position appropriate for the operation.
 - Orders team member to the rope/platform/ladder.
- 8) Assists the SPIE operators onto rope/platform/ladder.
- 9) Ensures correct attachment of SPIE team member to the SPIE rope/platform/ladder (depending on national procedures).
- 10) Indicates completion of insertion/extraction after all members of the SPIE team are on the ground and clear of the rope/platform/ladder.
- 11) Determines sequence of insertions/extractions and reports this to the aircraft commander.

In case the SPIE team leader is SPIE team member, he should be the final team member to attach himself to or release himself from the rope/platform/ladder.

e. Team members:

- 1) Check their specific dressing and equipment to ensure no loose items or unsecured straps.
- 2) Hook up to the rope/platform/ladder.
- 3) Communicate with the SPIE team leader, signals OK or not OK.
- 3) Clear the area underneath the helicopter immediately after release from the rope/platform/ladder.

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f. Extracting ship during training only:

- 1) Ensure deck and personnel preparation is completed.
- 2) Maintain communications with helicopter for co-ordination.
- 3) Maintain suitable course and speed for helicopter to hover safely.
- 4) Be prepared to recover helicopter in an emergency if flight deck fitted.
- 5) Be prepared to render medical and emergency services if required.

0105 Training/Currency

1. Aircrew and SPIE team members are to be qualified and current in accordance with national requirements.
2. All personnel are to have completed a briefing on the agreed procedures before commencing cross deck SPIE operations.
3. Completion of the relevant national underwater escape trainer for boarding party members is to be IAW the flying nation's regulations, if applicable.

0106 Equipment

1. Personal Protective Equipment (PPE) for the team members during transit shall be agreed to prior to mission brief. Team member operational dress shall be IAW national standards.
2. The SPIE equipment (SPIE ropes/platform/ladder and anchor systems), when used from foreign countries, must be compatible and authorized with the airframe.

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3. The team member's equipment (harnesses, karabiners and ancillary equipment) must be compatible and authorized with the attachment points on the SPIE rope/platform/ladder.

4. It is strongly recommended that the SPIE rope/platform/ladder must be composed of a primary and secondary attachment point for the SPIE team member. In case of a primary attachment point failure the SPIE team member must be secured by the secondary attachment point.

0107 Planning and Briefing

1. Besides the individual briefings of the aircrew and the SPIE team, each SPIE operation will be preceded by a general briefing conducted in a language understood by all participants. The briefing must be attended by the aircraft commander, aircrew, and the SPIE team leader and has to cover, as a minimum the following items:

- a. Conduct of the operation in general.
- b. SPIE drop zone (size, obstacles etc.)
- c. Transit height AGL, speed, duration and Outside Air Temperature (OAT).
- d. Number of picked up or dropped off.
- e. Limitations of the SPIE team / aircraft if applicable.
- f. Hazards caused by external equipment, if applicable.
- g. Method of recovery for left behind SPIE team members.
- h. Duties covered in para 6.
- i. Actions in case of emergencies:
 - 1) Aircraft (engine failure, control malfunction, etc.,.)
 - 2) SPIE (team member hung up during flight, fouled SPIE equipment)
 - 3) Medical (team member injury)

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The aircrew and team members shall be briefed on the entire operation separately by the aircraft captain and team leader. For guidance on the items to be covered during the briefing see Annex A.

0108 Rigging and Inspection

1. The Aircraft commander and/or the cabin aircrew are responsible for the inspection of the aircraft and rope/platform/ladder prior to commencing operations. This will include:

- a. Inspect the aircraft anchoring point(s) and attachment hardware.
- b. Inspect the SPIE equipment for wear, moisture, dirt/grease and general condition.

2. For SPIE operations it is strongly recommended that the SPIE rope/platform/ladder is backed up by a second attachment (safety) anchor point. This secondary anchor point must bypass all possible primary hardware failures. The primary and/or secondary anchor points are to be quick release capable, using any means, in the case of emergency.

0109 Conduct

1. The procedures used for SPIE operations with helicopters will not vary much according to the different types of aircraft used. There are therefore basic procedures that are similar to all types of helicopters.

2. The SPIE team leader will ensure that all team members are correctly dressed. It is mandatory that equipment checks are completed prior to the operation so that discrepancies can be identified and solved.

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3. The SPIE team members will approach the SPIE rope/platform/ladder in an early stage. The SPIE team members are only to approach the aircraft / SPIE rope/platform/ladder on the command of the SPIE team leader. Personnel are to walk to the SPIE rope/platform/ladder and attach themselves to the SPIE rope/platform/ladder as previously briefed.

4. The SPIE team leader will check if all team members are correctly attached to the SPIE rope/platform/ladder. He will be the last team member to be attached to the SPIE rope/platform/ladder. He is the primary team member to communicate with the aircrew.

5. During flight the SPIE team leader will frequently check his team members and let the aircrew know that everything is OK.

6. After drop off the SPIE team leader will positively insure that all team member are free from the SPIE rope/platform/ladder. He will then communicate 'SPIE team clear' with the aircrew.

7. At night the helicopter landing light may be used (if appropriate) to facilitate the pick up or drop off.

8. During SPIE ops visual ID or confirmation the minimum of rope, the platform or ladder is on the deck in accordance to national regulations is the responsibility of the rope master. By night national procedures might state the use of a cylume, landing light, NVG or other means.

9. The number of SPIE team members allowed to be picked up will depend on the type of SPIE rope/platform/ladder used for the SPIE operation. During Single/Multi-Point FRR ops, the maximum number of ropes should be determined by national procedures.

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0110 SPIE Specifics

1. SPIE team members are to be attached to the SPIE rope/platform/ladder IAW their national procedure.
2. After receiving permission to deploy the SPIE rope/platform/ladder and pick up the SPIE team the cabin aircrew will direct the SPIE rope/platform/ladder over the pick up point.

NOTE:

THE SEQUENCE MAY BE CONDUCTED USING PRE_BRIEFED HAND SIGNALS.



CAUTION

IF THE SPIE ROPE/PLATFROM/LADDER BECOMES ENTANGLED IT MAY BECOME A HAZARD TO THE AIRCRAFT. IF THIS IS THE CASE, THE SPIE ROPE/PLATFROM/LADDER WILL BE JETTISONED AS SOON AS POSSIBLE.



WARNING

THE SPIE ROPE/PLATFORM/LADDER IS NEVER TO BE SECURED TO THE DECK OR SURFACE IT HAS BEEN DEPLOYED TO.

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0111 SPIE Emergency Procedures

1. Anyone can stop the procedure at anytime if it is thought that something is wrong or unsafe.
2. In case of an emergency the helicopter may have to depart from the SPIE drop off or pick up site immediately to perform a fly away or ditching manoeuvre. In this case an attempt will be made to land the SPIE team on the ground/deck/water and the SPIE rope/platform/ladder will be released (jettisoned) as soon as possible.
3. When the attachment point of a SPIE team member is released or broke the SPIE team leader shall communicate this as soon as possible with the aircrew. The helicopter will land as soon as possible to assure the safety of the SPIE team member.
4. When the anchor point of a SPIE rope/platform/ladder is released or broke, the cabin aircrew member will communicate this with the aircraft commander. The helicopter will land as soon as possible to assure the safety of the SPIE team.
5. Should a team member or the SPIE rope/platform/ladder become hung up, the helicopter must descend keeping sufficiently clear of obstacles. After putting all team members safely on the ground it might be necessary to release the SPIE rope/platform/ladder from the helicopter.

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ANNEX A

SPIE BRIEFING GUIDANCE FOR AIRCREW/SPIE TEAMS

A.1 Administration

1. Identify key personnel - Aircraft Commander/aircrew/SPIE team leader.
2. Complete manifest.
3. Check qualification of aircrew and currency of team members.

A.2 Overall mission and aim of SPIE OPS mission.

1. Situation

- a. Weather forecast
 - 1) Sea state/swell/visibility/wind/precipitation
- b. Personnel involved
- c. Type and number of extractions
- d. Aircraft description
- e. Target ship
 - 1) Name/type/size
 - 2) Pick up zone details/obstacles
 - 3) Required hover height
- f. Timings
- g. Threat/hazards
- h. Other aircraft (where they are approaching from and in what order)
- i. Tactical
- j. Training/Exercise

2. Equipment

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- a. Equipment.
 - 1) Personal stores
 - 2) Dangerous goods
- b. Rope or ladder length
- c. Number of rope/platform/ladder attachment points

3. Execution

- a. Loading order and/or stick order.
- b. Hand signals used.
 - 1) Break off.
 - 2) Be aware of AC crash.
 - 3) All team members are securely attached to the line.
 - 4) All team members are safe on the deck and loose from the line.
- c. Team deployment.
 - 1) Exit location.
 - 2) Do not move until instructed by the SPIE team leader.
 - 3) Body/hand position during initial lift, transit and landing.
 - 4) Clear rope/platform/ladder below.
 - 5) Safety - stay alert/follow instruction.

4. Post Operation Procedures

- a. Return/secure equipment
- b. Muster for debriefing – who, where, when
- c. Comments on SOPs

5. Safety

- a. Follow instructions of Aircrew and SPIE team leader.
- b. Approach direction to aircraft/aircraft hazards.

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- c. Use of 'hold' signal if something is wrong or unsafe.
- d. Ask questions if unsure.

6. Emergency Procedures

- a. Helicopter emergency landing.
 - 1) Be aware of hard landing.
 - 2) Release from SPIE rope/platform/ladder as soon as possible.
 - 3) Once on the ground clear from under aircraft immediately.
- b. Entangled rope/ladder.
 - 1) SPIE team leader or his deputy will communicate with aircrew.
 - 2) Ship's deck personnel are to release rope/platform/ladder as briefed.

7. Go/No Go

- a. Determine Go/No Go items that require the mission to be aborted.

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ANNEX B

SPIE EQUIPMENT SPECIFICATION DATASHEET (with example)

Applicable Nation: e.g. Germany		
Specification	Equipment type	Notes
Description	e.g. SPIE Rope	
1 Manufacturers detail	e.g. Aircraft Materials LTD, Brunel Road, Abbot, TQ12 4PE, GBR	
2 Equipment specs, no and type	e.g. Marlow Ropes 00018, MK I (120 ft)	
3 Assembly/ Rigging	e.g. Centre cargo hook	e.g. Using a secondary point
4 Safety/ Limitations	e.g. Hover height min 60 ft	
5 Equipment (rope) dynamics	e.g. Static / Dynamic *	*Erase if not applicable
6 Part Number and/or NATO-Code (NSN)	e.g. 4020-99-774-1234 (120 ft)	
7 National approval (name+ date)	e.g. NLD DMO, BTH. 01 December 2008	
8 International approval + date	e.g. BEL, dated:	
9 International approval + date	e.g. GBR, dated:	
10 Authorised AC	e.g. Cougar AS 532 U2 Sea Lynx MK 88A (60 ft only)	
11 Related documents (SOP)	e.g. SOP Boarding No 54321	
12 Attachments/enclosures	e.g. -National approval certificate -Technical rope manual	
13 Last known international use (country, unit, date)	e.g. BEL, exercise Arfull Issue, 7 Sqn February 2003 GBR, exercise Small Vessel, 25 Sqn. March 2004 ESP, Ex Global warfare, 18 Sqn. July 2004	
14 General remarks		

Note: 1 item per data sheet only

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