

NATO STANDARD

MPP-02.3.7

**Common Planning and Operating
Considerations for Cross-Deck
Operations with Armed Rotary
Wing Aircraft**

Edition (A) Version (2)

DECEMBER 2018



NORTH ATLANTIC TREATY ORGANIZATION

MULTINATIONAL PROCEDURAL PUBLICATION

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NATO LETTER OF PROMULGATION

5 December 2018

1. The enclosed Multinational Procedural Publication MPP-02.3.7, Edition A, Version 2, COMMON PLANNING AND OPERATING CONSIDERATIONS FOR CROSS-DECK OPERATIONS WITH ARMED ROTARY WING AIRCRAFT, 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 1487.
2. MPP-02.3.7, Edition A, Version 2 is effective upon receipt and supersedes MPP-02.3.7, 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

NATO Nations, NATO Partner or Participating Nation's Letter of
Promulgation

RECORD OF RESERVATIONS

CHAPTER/ PARAGRAPH	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.

RECORD OF SPECIFIC RESERVATIONS

NATION	DETAIL OF RESERVATION

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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LIST OF REFERENCES

1. MPP-02, Volume I – *Helicopter Operations From Ships Other Than Aircraft Carriers (HOSTAC)*

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.**

**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.

0101 Purpose

To cross operate safely and efficiently, standardization of as many procedures and as much hardware as possible is highly desirable. This standard aims to provide common planning and operating considerations for cross-deck operations with armed rotary wing aircraft of another nation. These cross-deck operation situations may arise when deployed as part of an international task group in an Area of Operations (AO).

0102 Agreement

Participation nations agree to use the Aide Memoire for planning operations with armed helicopters from another nation.

0103 Amplifying Details

1. Although this standard is particular in its agenda, it is consistent with the tenants of Helicopter Operations from Ships Other Than Aircraft Carriers (HOSTAC) whereby the participating nations should have:

- a. Detailed knowledge of the receiving ship's considerations, and
- b. Detailed knowledge of the rotary wing aircraft that will be operating with that ship.

2. This standard is designed to supplement individual nations planning processes to ensure operations with armed rotary wing aircraft are safe and considers particular aspects of armed rotary wing aircraft cross-deck operations from both nations perspectives. For ease of use, the procedures are based on a checklist format.

0104 Aide Memoire for Cross-Deck Operations with Armed Rotary Wing Aircraft

1. The following checks are designed to provide a common approach and assist the participating nations, conducting cross-deck operations, to prepare for the considerations of armed rotary wing aircraft. This checklist should be utilised in conjunction with

other guidance detailed in MPP-02 and specific orders issued by both nations. These questions / checks are to supplement those questions already required to conduct cross-deck operations and not used in isolation. These purely consider those aspects of having armed rotary wing aircraft and ships from nations conduct cross-deck operations.

Planning Considerations

Consideration	Answer	Acceptable
1. What is the imperative to conduct cross-deck operations with armed rotary wing aircraft? Does task group command understand the implications?		
2. What types of Explosive Ordnance (EO) are carried? Are they weapons, ammunition or part of a defensive aid suite? What is the Hazard Classification Code (HCC – see AASTP-3) and Net Explosive Quantity (NEQ – see AAP-15) of the EO?		
3. Is the EO for small arms, defensive ordnance (e.g. countermeasures), offensive ordnance (e.g. air launched torpedoes or air to surface missiles)?		
4. What is the firing direction of the weapon? is it a forward firing weapon?		
5. How much EO is carried?		
6. How does the aircraft manage the EO and what are the safety interlocks employed in the aircraft? What are the Safe Arming devices/mechanisms to prevent launch and arm (including arming distances)?		
7. Is the ship able to manage the EO with its own facilities or capability? Are there any specialized handling systems required?		
8. What is the procedure in response to a hung weapon? Is there a soak/wait time?		
9. What is the likely consequence of unauthorized discharge? What is the procedure in response to an unauthorized discharge?		

Consideration	Answer	Acceptable
10. Have the reactions for a crash on deck or ditched aircraft considered the EO? Are there any special fire fighting procedures related to the EO (e.g. fire fighting stand off distances, water activated stores etc)?		
11. What Electro Explosive Devices (EEDs) are embarked? Have RADHAZ considerations been identified and are procedures to remove the hazard in place?		
12. Have the appropriate personnel (deck teams, helicopter control officers, flight deck marshallers, etc.) been briefed on the requirements a) weapon danger zones? b) weapon safety interlocks? c) weapon arming and disarming requirements (including who will complete the activity if required)? d) lashing implications? e) others?		
13. Can landings be conducted with forward firing weapon arcs avoiding the ships superstructure? If not, is an offset approach and an offset recovery available: a) have offset recoveries with any aircraft type been approved for the ship with associated SHOLs? b) what is the direction of alignment, and is there suitable markings, and clearances, from obstructions (communicate all applicable obstructions)?		
14. Can a copy of the aircraft's weapon / ammunition SOPs be provided to the ship?		
15. Does the national approval process consider cross-deck operations with armed rotary wing aircraft?		
16. Has a risk assessment been conducted, documented and accepted at the appropriate levels? Does the benefit outweigh the cost and is it as low as reasonably practicable?		

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