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NATO STANDARD

MPP-02.3.8

**MARITIME OPERATIONS
INVOLVING HELICOPTERS TAKEN
UP FROM TRADE (HTUFT)**

Edition (A) Version (1)

JULY 2016



NORTH ATLANTIC TREATY ORGANIZATION

MULTINATIONAL PROCEDURAL PUBLICATION

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NATO STANDARDIZATION OFFICE (NSO)

NATO LETTER OF PROMULGATION

6 July 2016

1. The enclosed Multinational Procedural Publication MPP-02.3.8, Edition A Version 1 – MARITIME OPERATIONS INVOLVING HELICOPTERS TAKEN UP FROM TRADE (HTUFT), 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 1435.
2. MPP-02.3.8, Edition A Version 1, is effective upon receipt.
3. No part of this publication may be reproduced, stored in a retrieval system, used commercially, adapted, or transmitted in any form or by any means, electronic, mechanical, photo-copying, recording or otherwise, without the prior permission of the publisher. With the exception of commercial sales, this does not apply to member or partner nations, or NATO commands and bodies.
4. This publication shall be handled in accordance with C-M(2002)60.



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

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RECORD OF RESERVATIONS

| CHAPTER/ PARAGRAPH | RECORD OF RESERVATIONS BY NATION |
|-----------------------|----------------------------------|
| 0103 | USA |
| 0104 | ITA, USA |
| 0105 | ITA, USA |
| 0106 | USA |
| 0108 | ITA |
| 0109 | FRA |
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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 AND OBSERVATIONS

RECORD OF RESERVATIONS AND OBSERVATIONS BY NATION

FRA - France has reservations on the conditions specified in paragraph 11 (new 0109). France considers using helicopters taken up from trade or joining in in using them with other nations as specified in this agreement in exceptional cases only. Explicit approval from the naval staff is required one month before operations start. This agreement should specify the nature of the services to be provided, including the contractual arrangements being considered by the sponsor of the operation, the services being expected from the ships and the financing terms.

ITA - With reference to paragraph "5." (new 0104): Maritime Helicopters Taken Up From Trade (HTUFT) operations have to be approved by Italian Military Authorities.

With reference to paragraph "6." (new 0105): The aircraft shall be equipped with a serviceable rotor brake. With reference to paragraph "6.e.(2) - matrix": Pitch and roll limits for all Helicopters Configuration shall be: Day-Pitch $\pm 1^\circ$, Roll $\pm 2^\circ$, Night - Pitch $\pm 0.5^\circ$, Roll $\pm 1^\circ$. With reference to paragraph "6.h.(2)": On Italian Navy Ships only pressure refuelling is available, therefore gravity refuelling cannot be provided.

With reference to paragraph "9.c." (new 0108): HTUFT pilots proficiency requirements: - currency of a minimum of 3 day or 3 night shipborne landings with the helicopter type within the last month. Night qualifications may be waived if no night operations are planned, but no night operations can be conducted until minimum night qualifications are met; - a minimum of 1500 hours flying experience..

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RECORD OF RESERVATIONS AND OBSERVATIONS

| RECORD OF RESERVATIONS AND OBSERVATIONS BY NATION |
|---|
| <p>USA - a. Paragraph 4 (new 0103): USA commercial helicopters are contracted to provide VERTICAL Replenishment services (PAX transfer, external load transfer including ammo, internal cargo transfer and MEDEVAC support) to US Navy warships. No further coordination required unless the commercial helicopter detachment is asked to do something not covered by contract. Then, permission to conduct that mission must come from MSC N10 (Contracting Officer). The Fleet Commander cannot force the commercial helicopter detachment to perform a mission that is not listed in the contract, unless life or death.</p> <p>b. Paragraph 5 (new 0104): The USA commercial contract drives what operations the USA commercial helicopter detachments perform. These missions coincide with the HOSTAC.</p> <p>c. Paragraph 6.e.(1) (new 0105). USA ships and helicopters are required to use the USA Generic Launch and Recovery Envelopes included within the USA portion of the MPP-02.</p> <p>d. Paragraph 7.h (new 0106): USA commercial helicopter detachments do not have radar.</p> |
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RECORD OF OBSERVATIONS

| RECORD OF OBSERVATIONS BY NON-NATO NATIONS |
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NATIONAL COMMENTS

| NATO NATIONAL COMMENTS |
|--|
| BGR - The Republic of Bulgaria have no regulations for involving civilian (trade) helicopters in maritime operations. |
| 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. |
| EST - Estonian Navy does not have helicopters, but if necessary the Border Guard helicopters could be used. |
| FRA - Concerning security: the operator will have to equip passengers with watertight clothing if the sea temperature is below 18°C during the day and 20°C during the night, except when it is demonstrated that the aircraft is performant enough to safely continue or interrupt its flight for the carried passengers (performance classes 1 or 2 according to PART OPS 3). Translation mistake: in the section "Aircraft specification", subparagraph i., the English version states "IFR. The aircraft shall be capable of IFR operations.", whereas the French version states "Ravitaillement en vol. L'aéronef doit pouvoir effectuer des opérations de ravitaillement en vol." There is a confusion between IFR (instrument flight rules) and HIFR (stationary flight refuelling). The technical content of this STANAG should be included in APP-2. |
| HUN - HDF does not have Navy. |
| SVN - Republic of Slovenia Navy does not have helicopters and no national regulations for conduct HTUFT operations in accordance with this STANAG. |
| |

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LIST OF REFERENCES

- A. MPP-02 – *Helicopter Operations From Ships Other Than Aircraft Carriers (HOSTAC) (Maritime VSTOL Data Included)*
- B. MPP-02.1 – *Crossdeck Operations Technical Supplement: National Procedures and Ship Data.*
- C. MPP-02.2 – *Crossdeck Operations Technical Supplement: National Aircraft Data.*
- D. MPP-02.1.1 – *Ship/Aircraft Interoperability Matrix and Advance National Information.*

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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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0101 Purpose

To specify the detailed requirements for the safe operation of commercial helicopters in support of maritime operations.

0102 Agreement

Participation nations agree to following requirements and procedures.

0103 Introduction

Various NATO nations have identified requirements to operate HTUFT for nontactical tasking in support of naval operations. This tasking may include passenger and cargo transportation, external load operations/vertical replenishment (VERTREP) or hoist transfers.

0104 HTUFT Operations

ITA
USA

1. Except for emergency situations (aircraft emergencies, MEDEVAC, etc.), all other civilian helicopter operations must be approved in advance in accordance with the applicable national Fleet Commander's directives.

2. All HTUFT operations shall be conducted in accordance with the procedures defined in the related documents. The following additional restrictions will apply:

a. Approval authority to operate with HTUFT shall parallel the guidance for cross operations in the References.

b. HTUFT shall not shut-down onboard the host ship, except in emergency, unless prior permission is granted by that ship.

c. Only HTUFT, which have an equivalent model, listed in MPP-02.2 shall be used for operations on air capable ships.

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Additionally, the HTUFT equivalent model must be listed among the feasible ship/aircraft combinations shown in the Matrix in MPP-02.1.1.

d. Operators of skid fitted helicopters are to ensure adequate precautions are taken to reduce possible damage to ship's decks during landings and takeoffs.

0105 Aircraft Specification

ITA

1. The aircraft specified for the task shall meet the performance criteria required by the sponsor nation:

a. **Capacity (Passengers and baggage).** Sufficient capacity to carry all passengers in fitted seats with harnesses with space to secure passengers baggage so as not to hinder aircraft evacuation in an emergency.

b. **Capacity (Freight configuration).** Sufficient capacity either internally or externally to safely carry the required freight. When carrying freight with passengers the passenger evacuation routes must not be hindered by the presence of the freight.

c. **Winching.** The aircraft is to be capable of conducting passenger winching to a ship's flight deck for all personnel plus personal baggage (to include contractor aircrew) that are carried.

d. **Operating Range.** Within the required uplift capability, the aircraft shall be capable of operating in accordance with the civilian authority requirements. Where appropriate onboard refueling facilities are available, these may be utilised to

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improve operating margins. Helicopters requiring gravity refueling will require prior approval from the sponsor nation ship.

e. **Wind and Deck Limitations.** The aircraft is to be capable of landing on decks cleared for that aircraft type in accordance with MPP-02.1 and MPP-02.1.1 within the following limitations: **USA**

1) Specific wind envelope diagram and Pitch/Roll limits made available.

2) Specific wind envelope diagram and Pitch/Roll limits have not been made available, the HOSTAC SHOL and Pitch /Roll limits (MPP-02 Para 0236) should be used. **ITA**

f. **Temperature and Icing Limits.** The aircraft shall be capable of conducting operations in normal winter and summer climatic conditions of the NATO operating area.

g. **Flotation.** The aircraft shall be fitted with flotation equipment when operating over the sea.

h. **Fuel.** **ITA**

1) The aircraft shall be capable of operating on both F-34 (JET A) and F-44 (JP5 - AVCAT) to permit embarked refueling where appropriate.

2) Although not essential, it would be advantageous for the aircraft to be capable of pressure refueling.

i. **IFR.** The aircraft shall be capable of IFR operations.

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j. **Lashing/Picketing points.** The aircraft shall be fitted with lashing/picketing points capable of accepting up to 8 nylon or chain lashings. These picketing points are to be readily and easily accessible to deck crews during deck operations.

k. **Liferaft.** The aircraft shall be equipped with a liferaft(s) with a large enough capacity for all passengers and aircrew on board. Sufficient/appropriate Survival Equipment is to be provided for each passenger

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106 HTUFT Contractor Provided Aircraft Role Equipment

1. Any aircraft from the HTUFT contractor's fleet which are used in pursuance of the contracted tasks shall be fitted with a minimum of:

a. Two VHF(AM) radios capable of allowing communication with all ATC agencies. The second radio may be dual V/UHF.

b. A VHF/FM radio capable of operating in the marine waveband to facilitate communication with ships and SAR agencies.

c. An HF(AM) SSB radio capable of operating in the military wave band (2-30mhz). This is only required if the aircraft will be operating beyond V/UHF range.

d. Precision Navigational equipment with accuracy to 1% of the distance flown.

e. An SSR transponder capable of Mode 3/A.

f. A Radio altimeter effective below 500ft with an audio warning capability.

g. A Winch system capable of lifting and lowering personnel and stores. It is to be rated at not less than 260kgs.

h. A radar capable of detecting a frigate sized vessel at 15nms in Sea State 4. This is only required when operating outside visual range of a vessel that is not capable of controlling an aircraft.

USA

NOTE

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EXCEPTIONALLY, THE EQUIPMENT SPECIFICATION MAY BE REDUCED IF THE SPECIFIC TASK REQUIREMENTS DO NOT CALL FOR THE FULL EQUIPMENT FIT.

107 Liability for Aircraft

The HTUFT pilot is responsible for safety at all times when airborne or not lashed to the deck in the rotors running configuration, unless it can be shown that an accident or incident was attributable to the action of the warship or auxiliary. Once lashed to the deck or shut down on a warship or military auxiliary, the responsibility and liability for the aircraft rests with the Captain of the vessel unless an accident or incident can be shown to have resulted from the actions of the HTUFT contractor's personnel.

108 Aircrew Qualifications

ITA

1. The HTUFT contractor shall be responsible to the sponsor nation for ensuring that the aircrew have an adequate level of experience to achieve safe completion of all tasks.
2. Minimum pilot qualifications are as follows:
 - a. A pilot must have a previous military shipborne landing qualification or have achieved the contracting nation's standard for shipborne landings on the helicopter type under contract.
 - b. If night operations are anticipated a night standard must be met.

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c. Aircrew are to be current iaw minima laid down for 'the HOSTAC Deck standard for pilots cross operating in the maritime environment' in MPP-02.1

3. The sponsor nation providing HTUFT shall be responsible for ensuring that the standards and practices of the contractor's aircrew are of an adequate standard acceptable to NATO. In addition, the sponsor nation reserves the right to assess HTUFT aircrew performance in relation to shipborne operations and where standards fail to achieve the required standard, terminate the employment of such personnel contracted.

109 Financial Aspects

FRA

1. The OSE, sponsor nation or appropriate operational commander proposing to use HTUFT in support, shall be responsible for arranging and agreeing a contract with a helicopter company or contractor.

2. Costs will vary depending on local market conditions, but will generally include the following:

- a. Daily Standing Charge (in case of no flying that day).
- b. Flying Hour Charge (includes fuel) per day/per flying hour.
- c. Hire of immersion suits and lifejackets.
- d. Travel and Subsistence.
- e. Provision for additional pilots/crew to ensure crew duty time is not exceeded and stand by crews are available for additional tasking.

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3. The OSE, sponsor nation or appropriate operational commander shall agree with participating nations/commands prior to signing a contract an equitable division of the costs involved.

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