

## SAFETY

### 1 General

The aim of this annex is to inform about safety rules to prevent personnel injuries and material damages. Annex O covers handling of vehicles, small arms and explosives. For some special activities safety rules will be issued according to this information. Prior to the commencement of the exercise participating personnel will be briefed by unit leaders (GO/NGO) and company commanders (military organisation) about this annex.

This translation of Swedish Armed Forces Safety Regulations, issued 1996, chapter one and ten, issued 1996 regulate safety rules for non-Swedish participants in Exercise Nordic Peace 98.

For Swedish participants, the Swedish version of Swedish Armed Forces Safety Regulations (Säkl 1996) regulate safety rules for Exercise Nordic Peace 98.

### 2 Responsibilities

Exdir Nordic Peace 98 is responsible for regulations and references concerning safety during the exercise, stated in this annex.

Commanders of Gotland Military Command, Eastern Naval Command, SWEDINT, Life Regiment Hussars with Parachute Rangers Training Regiment and Uppland Wing are responsible to assign and control the instructors / umpires, mandatory notifications and presumed necessary exceptions allowed in the Swedish safety regulations (Säkl), and for essential amendments in the sphere of each competence. SWEDINT will take the responsibility concerning all amendments regulating events at SWEDINT, Eastern Naval Command will take the responsibility concerning all amendments regulating events at sea and during blue water diving, Gotland Military Command will take the responsibility concerning all amendments regulating events on Gotland (during LIVEX Betaland). Life Regiment Hussars with Parachute Rangers Training Regiment will take the responsibility concerning all amendments regulating parachute jumping and airdrops. Uppland Wing will take the responsibility concerning all amendments regulating airoperations.

Instructors and Umpires are responsible according to Swedish safety regulations (Säkl). Note that knowledge of arms, ordnance and vehicles used by the participating force in the exercise is mandatory for instructors. A special analyse of risk is required when mixing units with different language, culture and attitude.

### 3 Weapons

The safety regulations stated in paragraph 3 this annex do not apply to Swedish Police Force, Military Police Force and security guards when they perform normal police or guarding duty.

**Use of hearing protectors when firing weapons with a calibre below 12 mm and signalpistol.**

The soldier and other personnel that are within 25 m from the soldier during firing shall use hearing protectors.

**Use of hearing protectors when firing all other weapons**

Use of hearing protectors within 25 m from the weapon

Shooter, weapon-crew and other personnel that during firing are within 25 m from the weapon shall use both ear-muffs and ear-plugs. Personnel that during firing are situated in a combat vehicle shall use hearing protectors.

**Use of hearing protectors between 25 m to 100 m from the weapon.**

Personnel that during firing are situated between 25 m to 100 m from the weapon shall use hearing protectors.

**Use of hearing protectors in vehicles.**

Personnel in APC, or other tracked combat- or support-vehicles shall use hearing protectors, either the vehicles communication-helmets or ear-plugs. Personnel that are within 10 m from a combat vehicle shall use hearing protectors ( passing vehicles excepted ).

**Soldiers responsibility and duties during practise with blank ammunition**

Before the exercise the soldier shall without order control that:

- The weapon is prepared for firing of blank rounds
- There are no live ammunition in pockets, vehicles or other places where ammunition could have been stored
- That there are no live ammunition mixed with the blank rounds received

During firing with blank rounds it is not allowed to aim at living targets at a distance below 10 m.

During firing at shorter distances than 10 m, in darkness, smoke, fog or else when it is difficult to estimate the distance, the weapon shall be aimed upwards.

**Weapons which shall not be used for firing blank rounds.**

This weapons shall be made unserviceable according to each nations regulations (removal of bolt or other vital part).

## 4 Vehicles

### Driving planning

When planning, special consideration shall additionally be given to:

- Drivers training level.
- Roads and state of roads.
- Visibility, weather and traffic conditions.
- State and condition of vehicles.

### Persons in charge of unit movement

The person in charge of a transport, a column of vehicles or detachment shall before the march starts and in regular intervals as it proceeds check up on the physical fitness of each driver. It is crucial that the following rules are obeyed.

- A driver that has not slept for at least 6 hours within a 26-hour period is not allowed to drive and must be relieved.
- A driver is not allowed to drive more than for 6 solid hours. After that, the driver shall have at least a 30-minute break that the driver should spend outside his vehicle.
- The persons in charge shall additionally
- Order breaks and changes of drivers.
- Break when driving is not safe.
- Check up on the physical fitness of personnel transported.
- Whenever necessary, instruct and detach a traffic sentry and/or a traffic warner appoint persons to be in charge of the vehicles, if the division of the unit does not unambiguously show who is holding such a position.

A driver that announces that he is unsuitable as a driver due to tiredness or illness must not be forced to drive. Such an announcement shall always be respected.

### Drivers

The driver bears responsibility for his vehicle, inclusive of possible load, conforming to the road safety and being safely driven.

**Accompanying personnel**

If, while the vehicle is being driven, there are more people than its driver travelling with it - provided that the service allows it - one person shall be seated in the seat next to the driver and be awake.

**Control measures to be taken**

Irrespective of rank, service affiliation etc, all drivers of vehicles are obliged to stop at military traffic checkpoints whenever requested to do so. The driver shall have a valid driving licence or military permit to drive, issued by Sending Nation or Government.

**Seat belts**

Existing seat belts shall be used.

**Seat belt must not be used**

- While driving on a floating bridge, military bridge or on board a ferry-boat or raft.
- While fording or floating with vehicles.

**Equipment to be used while driving a motor-cycle**

Passengers shall have clothes covering the whole body, heavy shoes with high legs and be wearing an approved crash helmet.

**Reversing**

Vehicles shall be reversed by directive of a leader, if the driver has not a full view of the space behind the vehicle.

**Securing of loads**

Loads shall be secured.

**Transfer of personnel**

Transfer of personnel on lorries, trailers and personnel carriers are restricted to the utmost number of persons seated. On platforms without seats, minimum height of back and side boards shall be 40 cm and they shall be locked. While transferred, the personnel, warner excepted, shall be seated on the platform with

- their backs in the driving direction or
- their backs against each other, perpendicular to the driving direction.

It is prohibited to lean against or sit on the back or side boards.

#### **Measures to be taken in case of traffic injury**

- Warn others on the road.
- Take care of injured.
- Call 112 for help
- Report in chain of command.

## **5 Air safety rules**

#### References:

- I OSF, Rules and Safety Regulations for Military Aviation in Sweden
- II BCL, Regulations for Civil Aviation in Sweden
- III ICAO Standards and Regulations
- IV JAR-OPS 1/3 Sweden, Joint Aviation Rules -Operations (concerning commercial air transportation aircraft)
- V MIL AIP/AIP, Sweden
- VI Crew handbook for Air Operations in NORDIC PEACE 98

## **A General**

- a) Flying restrictions and safety rules given in this Annex are established to ensure safe conducts of operations and to provide the environmental considerations necessary for execution of this type of exercise.
- b) All flying operations will be conducted in accordance with ICAO, Swedish national regulations (reference I, II, III, IV and V) and Exercise regulations.
- c) National regulations apply whenever more restrictive.

- d) To ensure compliance with the exercise air safety rules, a handbook for every crew member will be edited and briefed during the training week ("Crew handbook for Air Operations in Nordic Peace 98", ref. VI).
- e) It is the responsibility of each nation to ensure that all participants are fully qualified for each role or mission for which they may be tasked in the exercise. Exceptions (or hesitations) must be reported to and confirmed by the AOC.
- f) Limitations laid down in this Annex will never be exceeded unless in an emergency.
- g) Weather follow-up by Met service, can be requested according to Tab A.
- h) Accident investigations are to be carried out in accordance with Swedish law.

## **B Weather limitations**

- a) Fixed wing flights may be conducted during IMC conditions.
- b) Air drops are to be conducted during VMC conditions (see item E below).
- c) All heli air operations are to be conducted during VMC conditions and to be operated in compliance with the visual flight rules (VFR).
- d) Low level navigational flights and air drop operations:
  - 1) Minimum visibility 5 km (flight visibility).
  - 2) Minimum 2000 ft/600 m significant cloud base.
  - 3) Helicopter visibility 1500 m and clear of clouds.

## **C Separation between fixed wing and heli.**

Fixed wing are to operate above 300 m GND/1000 ft MSL  
Helicopters are to operate below 300 m GND/1000 ft MSL

## **D Minimum altitude**

- a) Low level flying, Fixed Wing. An aircraft is considered to be lowflying if it is below 2000 ft/600 m GND. If tasked to fly low level the minimum separation from ground, sea or obstacles is to be 1000 ft/300 m. The minimum height flying over towns or other densely populated areas is 1000 ft/300m GND.
- b) Air Drop. Minimum altitude during air drop depends on drop type and National regulations. Minimum altitude and maximum surface wind for drops of Door Bundle, and Cargo Dispenser System with chute, are 500 feet AGL and 20 knots. The maximum weight of either is 100 kilograms.

**E Fixed Wing air drops.**

a) Drop Zone. Full details of the drop zone will be briefed during phase 3/Training Period and will be given to all crew. In addition. Commander's assigned for execution of a cargo drop is to receive a verbal briefing from the briefing office prior to take off. Sweden will support the necessary ground crews to conduct air drop zone operations. The cargo drop will be controlled by a ground team. (Call sign EAGLE on frequency 136,25 MHz with a reserve of xxx, zz. MHz) Radio contact should be established a minimum of 2 minutes before the target.

**F Mandatory Briefing** on air safety matters for all flying units and crew members will take place at Almnaes Tuesday 29 Sept.

**G Air Transportation**

Safety regulations are to be known by every person within the working area and also by every passenger before entering an air transportation. See SOP 313 and 314.

Tab

A Weather Information

**WEATHER INFORMATION**

Meteorological information will be provided by personal from Central Air Command meteorological unit.

During phase 3 and 4, forecasts will be provided on request for each component (land, sea and air).

Every morning before 08-am local time a general land and sea forecast for the same day will be available. At 01pm a forecast for next day will be published.

During phase 5“ LIVEX” all kinds of weather forecasts will be available all 24 hours.

At baseops Visby a full weather service for transport aircraft and helicopters will be given. Weather briefing will be held at certain times throughout the day, starting 2 hours before first flight of the day.

For baseops Skafsta weather information is provided by baseops Visby through fax or phone, the information for transport aircraft's can also be obtained from the civil meteorological service by fax.

Weather follow-up for flying with transport aircraft and helicopters will be made on request. The request must be given to the military meteorological unit at baseops VISBY.