

July 2011

AIRCRAFT POST CRASH MANAGEMENT (APCM)

AIDE MEMOIRE



This Aide-Mémoire is designed as a consolidated guide for use of the MOD Incident Officer (IO) and other personnel involved in APCM in a peacetime environment. It contains a brief outline of the policy and principles of APCM as set out in the Manual of Post Crash Management (MPCM) and includes informal advice to IOs. Specific procedures may apply to Theatre APCM, as set out in MPCM Ch 2 Annex N. However, the aim should be always to follow as closely as practicable the concept of the UK model, subject to location constraints.

Military Aviation Authority
MAA

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APCM Policy

Aircraft accident sites are to be managed to ensure that:

- The evidence is preserved for investigation.
- Health and safety precautions are taken to protect the local population and those personnel at or near the crash site.
- No actions are taken which are detrimental to the good image and standing of the Armed Forces.
- The accident site is restored to a satisfactory condition as soon as practicable.

The Civil Police have primacy at all crash sites in the UK and overseas. The MOD/Crown Servant Incident Officer (IO) is the senior MOD representative at the crash site and assumes command of all MOD personnel at the site. Notwithstanding, Military Aircraft Accident Investigation Branch (MAAIB) investigators have the authority to access any part of the crash site and instruct the IO on crash site matters in the course of their duties, regardless of whether or not the Service Inquiry (SI) team has been formed. If the crash involves a civilian registered aircraft being operated by the MOD, then a Department for Transport Investigator from the Air Accidents Investigation Branch (AAIB) will attend and should be allowed similar unrestricted access to the crash site. A military Aircraft Recovery Officer (ARO) from JARTS will to be provided to assist the IO at all accident sites, in accordance with the MPCM.

Immediate and Subsequent Actions - typical sequence

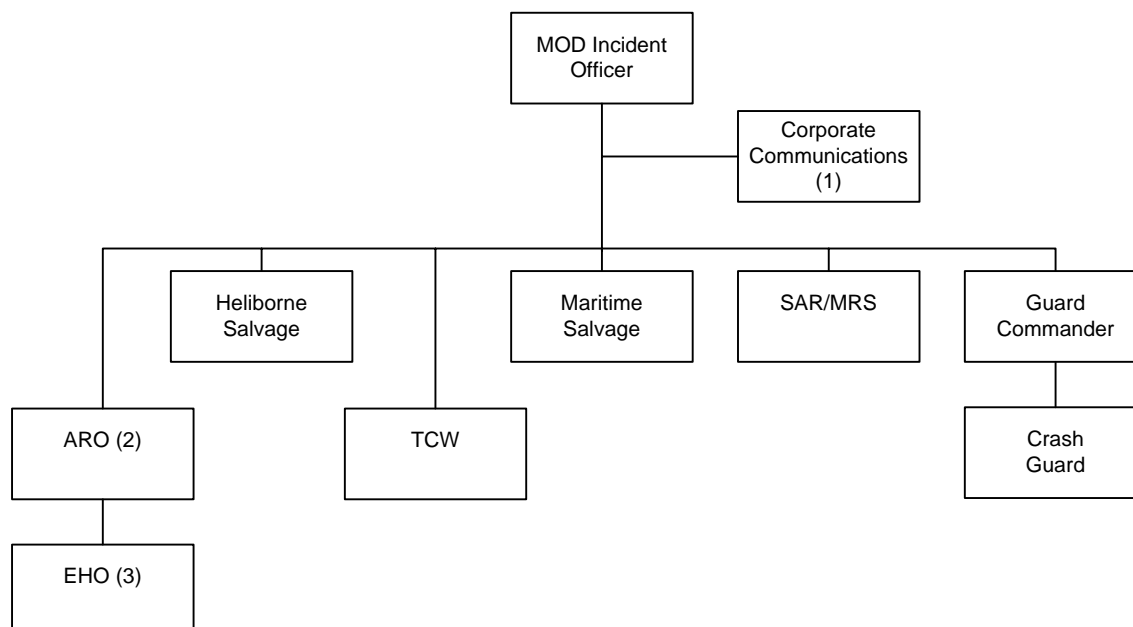
An aircraft crash is reported by one or several means to the civilian emergency services, ARCC and DCDSO:

- Civilian Police and Rescue services proceed to the site and effect casualty evacuation and/or search for bodies. SAR will assist if tasked. Police will retain tactical control of site until all casualties have been removed and scene-of-crime investigations have been completed. Civil police retain primacy throughout APCM, even if not present on site.
- Two Mountain Rescue Service (MRS) teams are activated by the ARCC and will arrive at the incident site by the fastest possible means, unless the IO informs the ARCC that they are not required. It is recommended that use is made of the MRT as the initial crash guard and to give the APCM unit sufficient time to generate and deploy the crash guard. The MRS will stay on site for a maximum of 36 hours, or until relieved by the unit guard force.
- DCDSO initiates APCM response including selection of the Lead or Subsidiary Unit, callout of ARO and MAAIB and alerting of the RAFRLO for that region.
- MRS - on arrival will locate the crash site (if required) and provide initial guard and communication links. In most cases the MRS will take over cordoning duties from

the local civil fire and rescue service. Arrival of the MRS will be dependant on the location of the crash site and the method of transport. Air transport will be used if available

- **MOD IO arrives.** The role of the MOD IO is to co-ordinate activities at the accident site and act as the “interface” to ensure that the Services are portrayed in the best possible light despite the adverse circumstances. On receiving notification of an APCM incident, the MOD IO should aim to be at the crash site as soon as practicable, **but is to depart the parent unit within 3 hours of the unit being notified of the incident.** The MOD IO remains responsible for the accident site until the Site Clearance Certificate is signed, which could potentially be some weeks after the incident.
- ARO arrives and completes the initial site survey. Provides H&S advice as appropriate.
- TCW arrive (if tasked).
- ARO calls forward Aircraft Recovery Unit (ARU) support as required.
- Lead/Subsidiary Unit Guard Force arrives (as soon as practicable, but not later than 36 hrs).
- Guarding commitment handed over by the MRS to Unit Guard Force within 36 hrs. Handover will normally occur during daylight hours.

On site Command and Control (C²)



Notes:

- (1) When present on site.
- (2) The ARO advises the MOD IO and controls the inner cordon.
- (3) The EHO may also advise the MOD IO on hazards outside the cordon
- (4) Maritime Salvage will only be under the command of the IO at a crash of an aircraft into a lake or inland waterway

Unit and Service Responsibilities

PAN-DEFENCE MILITARY RESPONSE

The responsibilities for APCM are delegated to individual military units, and detailed in the MPCM.

Military establishments allocated Lead Unit status or APCM responsibilities 'on base', and aviation-capable ships, are to maintain an APCM organization, suitably qualified and equipped, that is capable of deploying to all crash sites involving:

- Military aircraft within the geographical areas allocated to them, including civilian airfields:
- Where military personnel provide an initial response to an accident off-base:
- At all crash sites involving civilian aircraft on a military establishment.

Aircraft Operating Authorities (AOA) are to ensure that suitable arrangements for APCM are in place when aircraft operate in non-UK airspace, including advice and guidance to the host nation in the event of an aircraft accident.

Additional manpower for APCM guarding

HQ LAND Standard Operating Instruction 318 (SOI 318) provides details on Army Support to Aircraft Post Crash Management.

Access to property

Entry onto private land without permission may constitute trespass. Accordingly, before entering private property to mount a guard, service personnel should attempt to obtain permission from the owner or occupier. However, it should be noted landowners cannot legally interfere with MOD property, or remove aircraft wreckage even if on their land.

The Military Remains Act 1986 s.1: All aircraft which have crashed in military service whether at land or sea are protected and *"It is an offence to tamper/damage/move or unearth any remains unless the S of S has issued a licence to do so"*

Incident Control Post (ICP)

For accidents in the UK and NW Europe, JARTS may deploy an ICP. The ICP will comprise one or more caravans and an associated tented annex complex. The JARTS Site Co-ordinator will be responsible for the efficient running and husbandry of the ICP complex and will allocate appropriate areas for use by other parties at the crash site.

Cordons

For aircraft carrying high explosive weapons: 400 m from the main body of the wreckage or 30m beyond an area that encompasses all items of wreckage except AAES, whichever

is greater.

For aircraft not carrying high explosive weapons: 100 m from the main body of the wreckage or 30m beyond an area that encompasses all items of wreckage except AAES, whichever is greater.

If there is a fire, the cordon must be extended downwind to prevent exposure to smoke and fumes.

If heavy dust or smoke is present, the police may elect to evacuate the public from an area up to 800 m downwind, or as necessary.

Guarding

Within the UK, the ARCC will dispatch 2 MRS teams which will, in addition to their normal duties, act as an immediate response guard force to take over from the civilian authorities. The MRT are to be replaced as soon as possible in daylight. In any event, the handover should take place within 36 hours of the incident.

Note: All aircraft operated by the MAA Flight Test Div are to be treated as MOD aircraft.

Explosive ordnance

Explosive Ordnance Disposal (EOD) operations are only to be conducted by suitably qualified personnel.

Aircraft Assisted Escape Systems (AAES)

During immediate Fire and Rescue operations, fire service and military SAR personnel will take whatever precautions necessary to effect the rescue of crew or other personnel. Thereafter, except as provided for below, ejection seats and components, survival equipment, and flying clothing are to be left undisturbed until the arrival of the AAES Investigation Team, who will be responsible for taking all other AAES safety precautions.

Note: Only in exceptional circumstances are other (i.e. local unit or company) qualified armament personnel to be permitted to render AAES safe. An example of such a circumstance might be where an aircraft carrying high explosive weapons has crashed in a built up area and the presence of AAES components is inhibiting the safe evacuation of civilian personnel.

Pathology (UK only)

In the event of a fatality, on or off base, the authority for movement of the human remains of deceased persons rest with the Coroner or in Scotland the Procurator Fiscal. In practice, authority is often delegated to the Coroner's Officer (who will probably be a Civil Police officer).

Military Air Accident Investigation Branch (MAAIB)

The pan-Defence MAAIB formed on 1 Apr 2011 and is co-located with the Department for Transport AAIB investigation team at Farnborough. The MAAIB will deploy Investigators to the incident site.

Air Accident Investigation Branch (AAIB)

If the incident involves a civil registered military aircraft, or occurs at a civil airfield, then the Department for Transport is responsible for leading the investigation.

Crash Site Hazards

The RAF Centre for Aviation Medicine (RAFCAM) is the editor of the Aircraft Hazard (ACHaz) Document Set and the MAAIB is the sponsor. RAFCAM and the JARTS ARO will provide hazard advice on request. In all instances, the cordon is to be of a sufficient size to prevent exposure to any perceived hazard.

Health & Safety (H&S)

The MOD has a legal obligation under Health and Safety at Work legislation to protect Service and civilian personnel and members of the public from the hazards present at an aircraft accident site. The IO is responsible for ensuring, as far as is practicable, that this obligation is met.

Mobile telephones and hand-held radios, including airwave, are not normally to be taken inside the cordon. Exceptions to this rule are to be approved by the ARO.

Tactical Communication Wing (TCW) Support

It is essential that the accident site ICP is able to communicate effectively with JARTS Base Control and other agencies involved in the APCM. Under certain circumstances, requirements may also exist for the ICP to communicate by telephone, fax or e-mail with the Civil Police SILVER and GOLD controls, or their equivalents. On occasions when these communication links cannot be provided reliably using available resources or quickly enough using rented commercial assets, TCW may be tasked to assist.

AIR Command A6 Ops and TCW Ops are to be informed when an ICP is to be activated for an aircraft accident. When TCW Ops is notified of an aircraft accident, a TCW team will be placed on readiness, pending further tasking from, or until stood down by, one of the agencies identified below.

Aircraft Recovery Unit (ARU)

The Joint Aircraft Recovery and Transportation Squadron (JARTS) is established as an Air Combat Service Support Unit (ACSSU) under HQ Air, governed by the A4 FE Cdr through OC 85 (Expeditionary Logistics) Wing at RAF Wittering. HQ JARTS is located at MoD Boscombe Down, although some support elements have yet to move from St Athan.

Helicopter Support

If helicopter support is required at an accident site, the ARO will request it through the Convening Authority Headquarters. Military helicopter availability is limited and whilst the movement of the SI and the recovery of wreckage or components are approved tasks, any domestic or personnel support tasks can only be met on an ad-hoc basis.

Royal Engineer (RE) Support

The ARO may formalize his request for RE support from HQ LAND through the DCDSDO, having first discussed requirements with the RE unit concerned.

No 3 Mobile Catering Squadron (3MCS) Support

In accordance with Cat Ops/36200/Gen Adn dated 26 Mar 07, as at 1 Apr 07, 3MCS will provide APCM catering support to RAF units across England and Wales. The equipment will be held at R0, with 3MCS personnel ready to move from RAF Wittering within 6 hrs of receiving notification of an incident. This will enable 3MCS to be on site at any crash or major incident location across England or Wales within 24 hrs. 3MCS may also be able to support major APCM Exercises on request.

Contact details for 3MCS RAF Wittering:

(1) Normal Working Day:	OC 3MCS:	95351 Ext 5170
	3MCS OC Ops Flt:	95351 Ext 5106
	3MCS Sqn WO:	95351 Ext 7351
	3MCS FS Ops Flt:	95351 Ext 5172
	3MCS Adjt:	95351 Ext 5176
	Civil Tel:	01780 783838 + Ext
(2) Silent Hours:	Duty SNCO:	07717431259
	Duty JNCO:	07717431258
	Guard Room:	95351 Ext 7227
	Civil Tel:	01780 783838 Ext 7227

Damage to Property

Defence Estates (DE) will visit the site as soon as possible to make an accurate assessment of damage caused, investigate all potential claims, negotiate settlements and advise on the mitigation of further damage. Aircraft recovery activities are not to be initiated on private property before DE has arranged, with the owner/occupier and the ARO, for the marking-out of an agreed route that will minimize further damage. Requests for payment for the use of barns, water etc do not constitute claims in common law, and are a matter for units with APCM responsibilities, who should refer to DE in the first instance for advice.

Sites of Special Scientific Interest (SSSI)

Many sites of Special Scientific Interest exist in the UK. The regulators of these areas have legal powers to prevent damage to an area. An aircraft crash or incident may be in

or adjacent to an SSSI, and liaison must be made with the relevant authorities so that sensitive areas may be protected, or damage already caused ameliorated. The links below provide further information on SSSIs.

<u>England</u>	Natural England website SSSI information	www.naturalengland.org.uk www.english-nature.org.uk
<u>Scotland</u>	Scottish Natural Heritage	www.snh.org.uk
<u>Wales</u>	Contryside Council for Wales	www.ccw.gov.uk
<u>Northern Ireland</u>	Northern Ireland Environment Agency	www.ehсни.gov.uk

For specialist advice, contact the MOD specialist environmental team. Dominic Ash is the head of the natural environment team (94325 4624), and Dr Stuart Otway Stuart.Otway@de.mod.uk manages the designated sites database (94325 4820).

Interim Compensation

Following an aircraft accident there may be a need for the disbursement of immediate cash payments to those who have lost their homes, clothing etc; either temporarily or permanently. The interim payment is designed to help such people and further details can be found in the MPCM.

The Common Law Claims and Policy Division (CLC&PD) is responsible for handling common law compensation claims by and against the MOD at home and overseas. The Claims Division is not responsible for contractual, quasi-contractual, sales or estate matters. CLC&PD also provides policy advice on: handling Service personnel employment tribunal claims; insurance and indemnities; MOUs and handles claims against foreign forces based in the UK.

For any claims related queries, contact the CLC&PD at MOD Main Building +44 (0)207 218 1842 or +44 (0)207 218 3545

Land Restoration

DE will oversee site restoration to the best standard possible. Until the land is made good and the Site Clearance Certificate signed, the MOD IO is responsible for the site and the ARO is responsible for site clearance certificates, organizing the site clearance meeting, and advising the MOD IO of HSW considerations at the site.

Media – Corporate Communications

The MOD aims to present a positive, accurate and consistent image. The ability to sustain a professional image will be severely tested following an aircraft accident. Even in the most adverse of circumstances it is important that a positive message is given. Corporate Communication at an accident site will encompass 2 distinct aspects; firstly the media interest in the accident and their drive to obtain a story; and secondly, the need to communicate sensitively with the local community. To that end it is imperative that the IO is advised appropriately by a suitably qualified Corporate Communications Officer – ideally

the unit CCO/CRO. The MOD Press Office will be alerted by the DCDSDO and should be consulted before any statements, other than holding statements, are made to the press.

IO Site Reports

An accident site situation report (SITREP) may be required during the APCM process. The format can be found in the MPCM. Once APCM activity is complete, the MOD IO is required to provide the relevant Cmd and MAA staff with a Post Accident Report.

Out of Area (Theatre) Operations

Theatre APCM can be immensely difficult and a hostile environment will mean that there is very little time on the ground to carry out standard APCM activity. Where time and the security of the location allows, standard APCM procedures should be followed, in particular the preservation of evidence and the safety of personnel in and around the crash site. Although corporate communications and restoration of the site might not be appropriate there will still be occasions where they become essential.

Remember, any photography (particularly aerial photography) will prove invaluable to the accident investigators. If site access is safe (from a security perspective) but only for a limited period, it may be necessary to remove vital evidence (any sort of mission tapes, flight data recorders etc) in order to help with the investigation. This Aide-Memoire contains details of those a/c fitted with flight data recording systems.

OUT OF AREA OPERATIONS CHECKLIST

The table below details information required by AOAs or ACCs in order to establish an APCM plan prior to deployment, together with additional subjects that may be worthy of consideration (indicated by *):

Item	Information Required	Remarks
1.	What is the civil police role in an aircraft accident?	
2.	Is there a military APCM organisation?	
	Determine:	
a.	What procedures are in place, compared to UK?	
b.	What APCM capability is available?	
c.	Where is that capability located?	
d.	What are the APCM contact details?	
e.	Will a crash site guard force be provided, if not is it feasible to provide from own recourses?	
f.	Will there be a need to provide an Incident Officer?	
3.	Is there a UK Embassy/Legation?	
	Determine:	
a.	Is there a Defence/Air attaché?	
b.	What are the contact details?	
c.	Is an interpreter available/required?	
d*	Will in country media assistance/ facilities be	

	available, if so where from?	
e.	What is the political situation? Is there a requirement for security briefings?	
f.	Are there any cultural, ethnic or religious issues to consider?	
g.	Will armed protection be required?	
h.	How well developed is health and safety awareness?	
i.	What arrangements are required to enter the country?	
j.	How much notice to travel is required?	
k.	How efficient is the transport infrastructure?	
4.	Is there a military accident investigation (AI) organisation?	
	Determine	
a.	Where are the AI team based?	
b.	What are their contact details?	
5	Is there a civil accident investigation organisation?	
	Determine	
a.	Where are they based?	
b.	What are their contact details?	
6	Is there a robust Communications infrastructure?	
	Determine	
a.	What facilities are available in the host nation?	
b.	If required will TCW (iaw 2.c above) be available to provide a communications capability in the event of an aircraft accident?	
c.*	Crash site/Force Protection communications to MOB?	
d.*	If there is the capability to send pictures of an accident to the UK?	
7*	Logistics	
	Determine	
a.*	Availability of domestic facilities for guard force and on site team.	
b.*	Availability of logistics requirements – i.e. ground equipment, lifting equipment, access to crane and transport vehicles, ISO containers etc	
8	Aircraft Hazards	
a.	Prepare a database of potential aircraft hazards using the RAFCAM/MAAIB ACHaz Document Set	

Flight Data Recorders

In the aftermath of an aircraft crash, it is imperative that the all possible data is recovered for the investigation. ADR/CVR/VDR/CMSU/HUMS* may all hold useful data, but it is also possible to recover flight data from individual microcircuits and printed circuit boards (PCBs), for example solid-state navigational instruments such as Global Positioning System (GPS) receivers. When an aircraft fitted with any of these devices is involved in an occurrence, every effort should be made to locate and safeguard these components. Care should be taken to ensure that the aircraft or any wreckage is not unnecessarily disturbed in the process. If any of the components are found in water, to avoid damage to the recording medium when it dries out, the components should be immediately rinsed with fresh water, and then kept immersed in fresh water pending advice from the MAAIB.

Note that data may also be recovered from non-aircraft related equipment such as personal GPS devices, mobile phones and cameras.

* See Glossary

In order to assist the IO, the following aircraft may be expected to be fitted with a form of data recorder:

Helicopters

AH64 Apache
Bell 412EP Griffin
Chinook Mk 2
Gazelle AH Mk1

Lynx HAS Mk3 / AH Mk7 & 9 / HMA Mk8
Merlin Mk 1 & 3
Puma
Sea King 3A

Fixed Wing Aircraft

Sentinel
BAe 125 Mk 3 / 146 Mk2
C17/Harrier GR7 / GR9 / T10
Hawk T1 / 128 / 200
Hercules C-130J – BUT NOT C-130K
Nimrod MR2 / MRA4
VC10 CMk1K

Sentry E-3D
Tornado
Tristar
Tucano
Typhoon

And any Qinetiq Aircraft Fleet, Service Aircraft and Contractors aircraft undergoing trials at Boscombe Down.

Glossary

AAC	Army Air Corps
AAES	Aircraft Assisted Escape Systems
AAIB	Air Accident Investigation Branch
ADR	Accident Data Recorder
APCM	Aircraft Post Crash Management
ARCC	Aeronautical Rescue Co-ordination Centre
ARTF	Aircraft Recovery and Transportation Flight
ARO	Aircraft Recovery Officer
CMSU	Crash Survivable Memory Unit
CVR	Cockpit Voice Recorder
DCDSO	Deputy Chief of Defence Staff Duty Officer
DE&S	Defence Equipment and Support
EHO	Environmental Health Officer
EOD	Explosive Ordnance Disposal
HSW	Health and Safety at Work
HUMS	Health and Usage Monitoring System
ICP	Incident Control Point
IO	Incident Officer
JARTS	Joint Aircraft Recovery and Transportation Squadron
JHC	Joint Helicopter Command
MAA	Military Aviation Authority
MFTR	MOD Flight Test Regulator
MMMF	Man Made Mineral Fibre
MPCM	Manual of Post Crash Management
MRT	Mountain Rescue Team
MRS	Mountain Rescue Service
Ops	Operations
RAFRLO	Royal Air Force Regional Liaison Officer
RE	Royal Engineer
RSU	Repair and Salvage Unit
SI	Service Inquiry
SAR	Search and Rescue
SSSI	Site of Special Scientific Interest
TCW	Tactical Communications Wing
VDR	Voice & Data Recorder

Contacts

DCDSO (H24)	0207 2188 938
MAAIB (H24)	030 6770 2893 or 96770 2893
STATION OPS	_____
SQUADRON OPS	_____
CRO/PRO/CCO	_____
RAFRLO	_____
ARO	_____

RAFRLO Contact Numbers

RAFRLO Scotland Wg Cdr Bob Lander
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01334 857462
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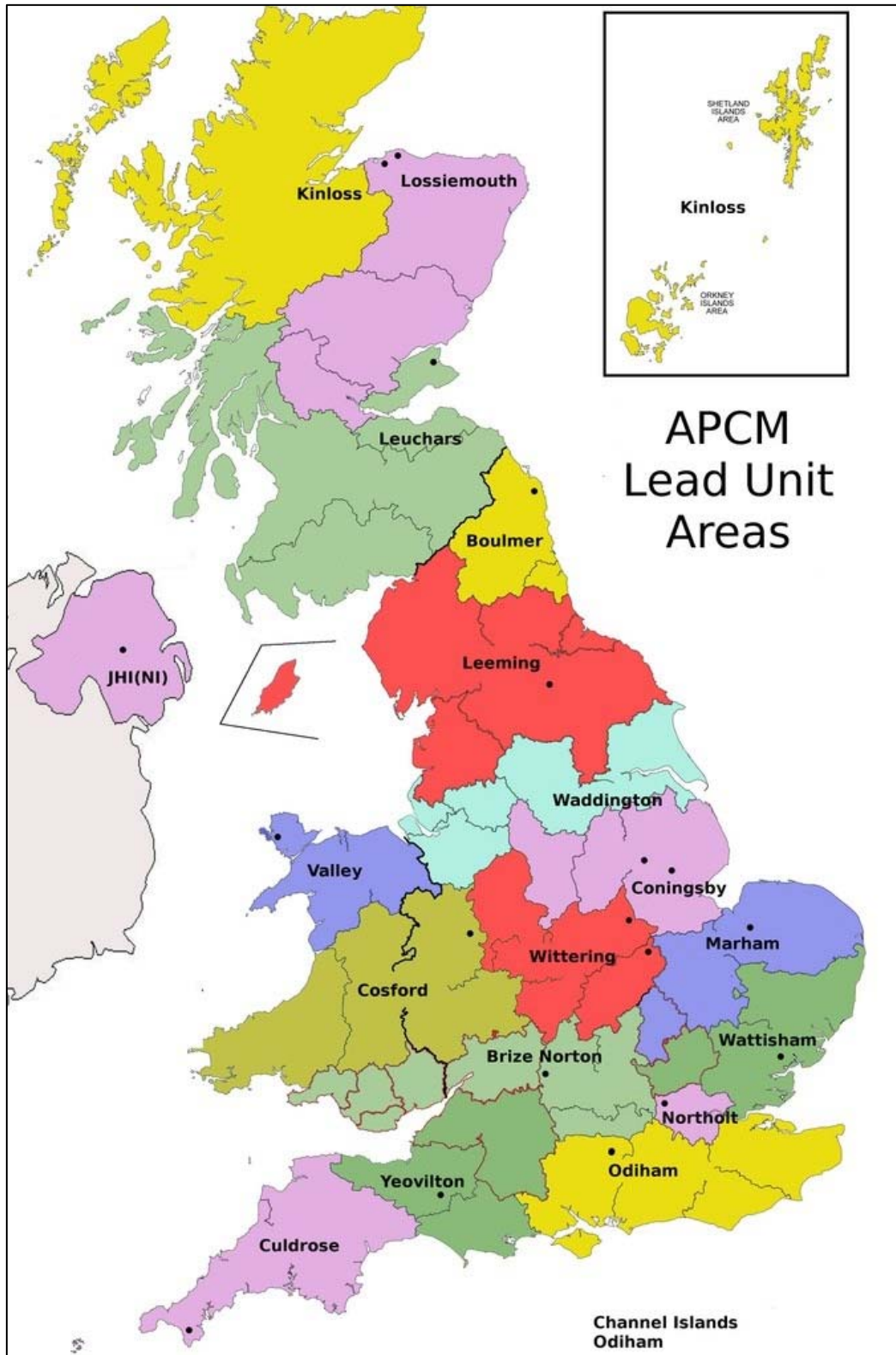
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APCM Lead Unit Area Map



APCM IO – ‘Top Tips’

PREPARATION

Conduct regular training exercises to familiarise yourself with unit orders, the MPCM and this Aide Memoire

Get to know your RAFRLO

Arrange Airwave training¹

IMMEDIATE ACTIONS

Report to Unit APCM Control Room. Obtain brief from the Unit APCM Incident Commander and collect MOD IO bag.

Change into appropriate clothing: CS95 –boots, beret. Take cold and wet weather clothing (minimum 48 hrs kit)

Establish whether the loan of Airwave sets has been arranged (RAFRLO can assist). It may be easier to have them delivered to the crash site.

Telephone RAFRLO – discuss situation.

Find out from Ops who the ARO is, and obtain his mobile number. Attempt to contact ARO prior to leaving and get an ETA from him.

Nominate an IO ‘assistant’ to accompany you to the site. Does not need to be IO qualified, but will act as a PA to the IO.

Consider taking the PRO/CRO/CCO and a photographer (if daylight) with you to the site. If at night, arrange to have a photographer arrive at first light.

Don’t drive yourself to the site; your mind will be on the incident and not the road. Also, if you are driving, you cannot answer phone calls.

Contact the police authority in charge of the incident – they operate on Airwave. Inform them of the APCM procedures about to be carried out, give them your ETA (and the ARO’s, if you have it).

AT THE CRASH SITE (OFF-BASE)

If Fire and Rescue operations are still taking place at the site, wait until these are complete before attempting to take control.

¹ Airwave provides point-to-point, broadcast and mobile telephone communication where conventional telephones and mobiles are ineffective. It also provides a link to the police C2 network. It is not yet readily available to all APCM Lead Units, but RAFRLOs continue to negotiate with regional brigades for training and the loan of Airwave equipment to support the APCM. Check to see whether your unit has access to Airwave.

Establish who is currently in charge of the site. This might be more difficult than you expect!

If the MRS are on site, take over C2 of military activity from the team leader (normally conducted in daylight).

Don't forget to establish comms with home base – notify requirements for Guard Force support and communications. The DCDSDO will be trying to assist via home base, so it is important that there is a flow of information.

Maintain a log of events – Essential and it will also help with the post-APCM report.

Record details of all witnesses and people who hand in wreckage – the Civ Pol will help with this.

Remember, civilian police have primacy over the site and over human remains. The police will work closely and in co-operation with the IO.

When the Guard force arrives, consult with the ARO, set up ICP & modify cordon if required. Deny access (apart from police, ARO, President of the SI and MAAIB/AAIB Investigators).

Comms - Remember MTPAS (Mobile Telecommunications Privileged Access Scheme) if mobile phone network saturated; if you require it, inform the Civ Pol Incident Commander at site. If Airwave is available, brief guard force via Guard Commander on network discipline and site communication procedures.

Use of Private Property. Seek permission to use ASAP. Refer queries on compensation and cases of immediate financial distress to unit APCM Control Room.

Continue to Pass SITREPs back to base on regular basis.

Media. Use CRO/PRO/CCO. Be prepared to make a statement if required. Make sure that you are familiar with the initial 'holding statements' as listed in the MPCM. Seek advice from the Defence Press Office before making a statement – there may be an official 'line to take'. Remember that 'No comment' is not an option!

POTENTIAL ISSUES

Immediately after the crash local people have many questions that need to be dealt with by the MOD IO.

- Was the aircraft armed?

If the wreckage has burnt:

- Is the air now polluted/toxic?
- Can we let children out to play?

Other questions may include:

- Will we get compensation/who from/what should we do?
- Who will clear up the mess?
- Will the land be contaminated forever?

The MOD IO can be the focal point for local anger:

- Why was the aircraft low flying?
- "It was an accident waiting to happen".
- Why low fly here?
- Why was the aircraft doing what it was doing?

The public might not realise that, in the initial stages, the recovery operation may take between 2-3 weeks to complete. This could mean heavy vehicles on their roads, lots of personnel in green uniform (often assumed to be Army).

Arrange for local the population to be briefed on power, gas, telephone or water disconnection, if this is necessary to enable wreckage to be removed safely. Talking to locals and allowing controlled viewing of the site will give them a sense of involvement and shows that the MOD is concerned about them. Restrict such viewing to appropriate persons only!

Remember to delegate, don't get lost in the detail.

The MOD IO is vital in providing the link between JARTS and the supporting unit, particularly in matters such as MT, POL and supply support. JARTS are self sufficient, but they do not have indefinite supplies.

An effective Guard Commander will significantly reduce the workload of the IO. However, the IO is the site commander and should retain an overall awareness of activities. You may need to exercise leadership skills not normally used in your day-to-day duties. Remember to keep the guard force informed in order to retain interest and motivation.

GUARDS AND GUARDING ARE NOT THE RESPONSIBILITY OF THE ARO.

Potential problems to be aware of:

- Bored guards tampering with wreckage/equipment at night or driving vehicles off road inappropriately.
- Guards being ill equipped for duties i.e. insufficient cold (or hot) weather clothing.
- A gradual reduction of support from the home unit as time passes.
- Insufficient or inappropriate food.

Finally, the MOD IO is the focal point for all activities on site, both civil and military. It is imperative therefore that he/she provides on-site continuity from the day of the crash right through to the handing back of the site to the landowner.

Remember, the RAFRLO knows all the key players – civil and military!

Incident Summary Notes

Time/Date Nature of Incident (Brief Summary of Incident only)

Time/Date tasked for incident, by whom

Investigation Team
Aircraft Recovery Officer and main Team members

Aircraft Assisted Escape Systems Investigation Team

Environmental Health Officer

July 2011

Consultant Aviation Pathologist

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Notes

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