FOREWORD

1. Military Aviation Authority. The Military Aviation Authority (MAA) is the single independent regulatory body for all Defence aviation activity. As the ‘Regulator’, Director MAA (DMAA) is accountable to SofS, through the Defence Safety Authority (DSA) for providing a regulatory framework, given effect by a certification, approvals and inspection process for the acquisition, operation and airworthiness of ►Air Systems◄ within the Defence aviation environment. Through Director General (DG) DSA, DMAA is responsible for providing assurance to SofS that the appropriate standards of military Air Safety are maintained. DG DSA is the Convening Authority for Service Inquiries into aircraft occurrences.

2. Regulatory Structure. DMAA is the owner of the MAA Regulatory Publications (MRP) and has the authority to issue them on behalf of the SofS. There are 3 levels of documentation within the MRP, as outlined below:

   a. Overarching documents:
      (1) MAA01: MAA Regulatory Policy.
      (2) MAA02: MAA Master Glossary.
      (3) MAA03: MAA Regulatory Processes.

   b. Regulatory Articles (RA):
      (1) 1000 Series: General Regulations (GEN).
      (2) 2000 Series: Flying Regulations (FLY).
      (3) 3000 Series: Air Traffic Management Regulations (ATM).
      (4) 4000 Series: Continuing Airworthiness Engineering Regulations (CAE).
      (5) 5000 Series: ►Type Airworthiness Engineering Regulations (TAE)◄.

   c. MAA Manuals:
      (3) ►◄
      (6) Display Flying Handbook.
      (9) Manual of Maintenance and Airworthiness Processes Supplement - MOD Form 700 Series of Forms (MAP-02).

The contents of each series are published on the MAA website, www.gov.uk/maa.
3. **Applicability.** Unless specifically excluded, the MRP documents, RAs and Manuals apply to any personnel be they civilian or military involved in the certification, design, production, maintenance, handling, control or operation of Air Systems on the UK Military Aircraft Register (MAR) and associated equipment, under MAA regulations, in accordance with Chapter 4 of MAA01.

4. **Scope of Activity.** The MAA has full oversight of all Defence aviation activity and undertakes the role of the single regulatory authority responsible for regulating all aspects of Air Safety across Defence.

5. **Military Applicability.** The RAs within the MRP (also referred to as “the Regulations”) are Orders within the meaning of the Armed Forces Act. The MRP has primacy over all other Defence aviation orders or instructions, except insofar as any regulation therein has been superseded by a Regulatory Notification.

6. **Equal Opportunities Statement.** All reference to the masculine gender (he, him and his) is to be taken to include the feminine gender (she, her and hers).

7. **Responsibilities.** The Regulations contained within the MRP do not absolve any person from using their best judgement to ensure the safety of Air Systems and personnel. Where safety or operational imperatives demand, the Regulations may be deviated from provided that a convincing case can be offered in retrospect. Where authorized individuals issue their own amplifying orders or instructions, they must be based on the Regulations and they must not be more permissive.

8. **Regulatory Notifications.** Where the routine amendment process for the MRP is not sufficiently agile, to effect timely communication of regulatory changes, the MAA will employ one of 2 types of notification, dependent upon the nature of the information conveyed:

   a. **Regulatory Notice.** A Regulatory Notice (RN) will notify changes in structures, procedures, regulations, or provide operational or engineering guidance.

   b. **Regulatory Instruction.** A Regulatory Instruction (RI) will provide mandatory operational or engineering direction.

9. Notifications will be approved at the appropriate level within the MAA depending on type, complexity and whether the Notification is contentious. They will be promulgated to those with delegated/contracted responsibility for Air Safety such as Aviation Duty Holders (ADH) within the Services and Accountable Managers within Industry. Recipients will be required to acknowledge receipt and copies of the notifications will also be published on the MAA website. Receiving organizations are responsible for cascading notifications internally in an effective way.

10. **Regulatory Waiver/Exemption.** Temporary waivers (for a specified period) or permanent exemptions from extant regulations may be employed at the request of a Regulated Entity. For regulatory waivers or exemptions, the process outlined in MAA03 is to be used.

11. **Alternative Acceptable Means of Compliance (AAMC).** Where the Regulated Entity believes there is an alternative way of satisfying the intent of a Regulation, it may utilise the AAMC process outlined in MAA03 to apply to the MAA for approval.

12. **Commercial Implications.** The MRP will be applied through contract to those commercial organizations designing, producing, maintaining, handling, controlling or operating Air Systems.

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1 Including Air Traffic Management (ATM) and Aerospace Battle Management (ABM).

2 When approved by the Regulator.
Systems on the UK MAR and associated equipment. Compliance with these Regulations will not in itself relieve any person from any legal obligations imposed upon them. These Regulations have been devised solely for the use of the UK Ministry of Defence (MOD), its contractors in the execution of contracts for the MOD and those organizations that have requested to operate their Air Systems on the UK MAR. To the extent permitted by law, the MOD hereby excludes all liability whatsoever and howsoever arising (including, but without limitation, liability resulting from negligence) for any loss or damage however caused when these Regulations are used for any other purpose. Contractors should be aware of the risks associated with following legacy Regulation and policy which is obsolescent and therefore no longer supported. All future contracts and contractual amendments should ensure that the requirement to comply with the extant MRP is captured at date of contract let or amendment. The MAA will continue to monitor this situation through audit and inspection.

13. Amendment. Sponsorship of the MRP and the authorization of amendments are the responsibility of D MAA. Proposals for amendments to the MRP can be made in accordance with Chapter 4 of MAA01 - MAA Regulatory Policy and MAA03 - MAA Regulatory Processes.

<Original signed>

J C M ORR
Colonel
Defence Accident Investigation Branch Head
Defence Accident Investigation Branch
22 Aug 16
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INTRODUCTION

1. Definition and Introduction. Aircraft Post Crash Management (APCM) is defined as those activities carried out at an aircraft accident site which encompass the preservation of evidence, Health and Safety precautions, Corporate Communication and those activities undertaken to restore the accident site to a satisfactory condition. APCM does not encompass activation of emergency services nor accident investigation. This introduction details when the procedures contained within this Manual will be applied, and does not absolve any person from using his best judgement to ensure the safety of aircraft and personnel. In urgent and compelling circumstances, the provisions may be varied in the best interests of the Services. Subordinate Commanders may issue local orders; however, such orders or instructions as may be issued will be based on these provisions whilst allowing individual commanders maximum freedom to exercise good common sense.

2. Applicability. Where this Manual refers to ‘aircraft’, this will be taken as including both manned aircraft and remotely piloted air systems (RPAS). Where reference is made to Military aircraft responsibilities for APCM, this will be taken to include responsibility for Defence Equipment and Support (DE&S) aircraft on the military aircraft register and foreign military aircraft operating in the UK.

3. Aircraft Occurrences. Whenever there has been a military aircraft occurrence the provisions of this Manual will be applied. However, the provisions are not to hinder the most important immediate actions following a crash, that of fire fighting and rescue. If a military aircraft experiences an incident (of repair damage category 1, 2 or 3), the unit responsible may elect to recover the aircraft itself, although the occurrence should still be reported through the usual flight safety channels. In this instance the unit will follow the principles within this Manual. If a unit has any doubts as to its ability to complete an aircraft recovery task, the assistance of the Joint Aircraft Recovery and Transportation Squadron (JARTS) will be sought through the appropriate engineering channels.

4. If an aircraft accident involves nuclear weapons or materials, the Defence Nuclear Emergency Organization (DNEO) assume command of the accident; APCM activities will commence in liaison with DNEO and the APCM Incident Officer from the APCM responding unit, may be called to support the DNEO Incident Commander at the scene and integrate with the DNEO response.

5. Operational Exigencies. There will be occasions, when the need to clear an operating surface (runway or major civilian road) may outweigh the need to follow APCM procedures. Such a decision should be made, when operational tempo permits, after seeking advice from the Military Air Accident Investigation Branch (MilAAIB). If the wreckage needs to be moved, 2 factors apply: firstly, the original position of the wreckage must be recorded using the best possible means (eg aerial photograph or ground video recording) and, secondly, the removal of the aircraft causes minimal additional damage.

6. APCM in a Hostile Environment. On Operations, the emphasis for APCM shifts to the safe disposal of aircraft beyond repair and the recovery/repair of lesser damaged aircraft. The initial decisions concerning the condition of accessible crashed aircraft rest with the local commander. Aircraft that are not recoverable will be cannibalised and then disposed of locally. Aircraft that are recoverable will be identified to the Permanent Joint Headquarters through normal channels and JARTS may be tasked to assist. Further details for APCM considerations outside of the UK can be found in Chapter 4 to this manual (Chapter 4 is only available on the defence Intranet).

7. It must be noted that the hazards identified in this Manual do not cease in a hostile environment. It is probable that a local commander will have to take many of the precautions described in order to protect his men and the local population in the event of an aircraft occurrence on or near his own base. Local contingency plans will be made to cover this eventuality.

8. Financial Provision. Present financial rules preclude setting aside funds against the contingency of an aircraft accident except in the case of marine salvage. Therefore, if an organisation or unit is called upon to provide support to an accident site it will be financed from
within its existing budget. Notwithstanding the lack of financial cover, management plans at all levels must acknowledge the task of APCM and identify key activities that will have to be performed following a crash. Funds committed to APCM will be separately recorded to allow them to be highlighted to the next higher level budget holder if the unexpected task causes the Forecast of Outturn to exceed stated limits.
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Chapter 1: The Aircraft Post Crash Management (APCM) Task

POLICY

1. Aircraft accident sites will be managed to ensure that:
   a. The evidence is preserved for investigation.
   b. Health and safety precautions are taken to protect the local population and those personnel at or near the crash site.
   c. No actions are taken which are detrimental to the good image and standing of the Armed Forces.
   d. The accident site is restored to a satisfactory condition as soon as practicable.

2. APCM arrangements for occurrences overseas will be promulgated by Aircraft Operating Authorities based on the content of this Manual wherever possible. Further guidance can be found at Chapter 4 (Chapter 4 only available on the Defence Intranet) to this manual.

COMMAND AND CONTROL

3. The Civil Police have primacy at all crash sites in the UK. The Aircraft Post Crash Management Incident Officer (APCMIO) is the senior MOD representative at the crash site and assumes command of all MOD personnel at the site. Notwithstanding, the MilAAIB have the authority to access any part of the crash site and instruct the APCMIO on crash site matters in the course of their duties, regardless of whether or not a Service Inquiry (SI) team has been formed. If the crash involves a civilian registered aircraft being operated by the MOD, then a Department of Transport Investigator from the Air Accidents Investigation Branch (AAIB) will attend and will be allowed similar unrestricted access to the crash site, (an AAIB Investigator may also be requested to assist a SI team in the event of an MOD registered aircraft crash). A military Aircraft Recovery Officer (ARO) will be provided to assist the APCMIO at all accident sites. The APCMIO may be either a serving officer or an MOD employed civilian, normally of at least OF3 (or equivalent) rank and is to leave their parent unit no later than 3 hours after notification of an APCM task by the Deputy Chief of Defence Staff Duty Officer (DCDSDO). In Northern Ireland an APCMIO will only be deployed within the military real estate of Aldergrove, and on the wider aerodrome. Outside of this the RAF Regional Liaison Officer (RAFRLO) in Northern Ireland will provide military liaison with the responding units.

4. In England, Wales and Northern Ireland, authority for movement of human remains rests with the Coroner and in Scotland with the Procurator Fiscal. The detailed procedures to be followed are provided at Chapter 2, Paras 71-78.

APPLICABILITY

5. APCM procedures will be applied to accidents and serious incidents for:
   a. All aircraft on the UK military register including aircraft of the Battle of Britain Memorial Flight, the Royal Navy and Army Historic Flights.
   b. Civilian registered aircraft operating under defence contract.
   c. Foreign military aircraft in the UK.
   d. Civilian registered aircraft on request from the AAIB.
   e. All aircraft at or adjacent to Service establishments in the UK and abroad.
   f. All Military Remotely Piloted Air Systems (RPAS).
   g. Service gliders.
   h. Civilian aircraft off-base where JARTS has been tasked to control in-cordon activity as a measure provided under Military Aid to the Civil Community or in support of the AAIB.
AIRCRAFT ACCIDENT REPORTING

6. All aircraft accident reporting will be carried out in accordance with the requirements of RA1410.

7. On completion of on-site APCM activity, the APCMIO will provide a Report which forms part of the Service Inquiry. Reports will be distributed to DSA-MAAIB for onward dissemination to MilAAIB and the SI and will then, where possible, be uploaded to the Air Safety Information Management System (ASIMS) on completion of the SI process.

8. The APCMIO Report should take the following format:
   a. Deployment
   b. Preservation of Evidence
   c. Health and Safety
   d. Corporate Comms
   e. Site Restoration
   f. Lessons Identified/Learned.

Note: Further guidance on the report may be sought from DSA-MAAIB.

GUARDING

9. Requirement. A guard should be mounted at a crash site involving any aircraft as detailed at para 5, with the exception of incidents in Northern Ireland where the Northern Ireland Garrison Security Force (NISGS) will provide a guard force to cordon areas within the military real estate of Aldergrove, and on the wider aerodrome with the permission of the airport authorities. Outside of this the Police Service of Northern Ireland will provide the Guard force. Additionally, a guard should be mounted at the crash site of any other aircraft that crashes on, or adjacent to MOD property. The guard force must always be sufficient to prevent an unauthorized person interfering with any part of the wreckage and to prevent entry to the area within which substances hazardous to health may exist. The size of the cordon will be dependant on the aircraft fit and load. Advice should be sought from 5131 (Bomb Disposal (BD)) Sqn, as soon as the aircraft is identified to confirm the size of the cordon. Further advice can also be sought from Royal Navy Institute of Naval Medicine (RNINM) for rotary wing accidents or the Royal Air Force Centre of Aviation Medicine (RAFCAM), for fixed wing accidents. With the numbers of Military personnel reducing, whilst not ideal, guard forces may need to be drawn from the Unit involved in the accident or incident. In this case commanders should be increasingly mindful of the use of Trauma Risk Management (TRiM) and the effect of the incident on personnel.

10. Responsibilities. The initial responsibility for guarding a crashed aircraft off-base rests with the aircraft captain (if uninjured). He will be assisted by the Civil Police, who will retain primacy.

   a. Civil Aircraft. The MOD is not responsible for guarding crashed civil aircraft. However, the MOD has a duty of care to protect Service and civilian personnel from the hazards associated with aircraft which crash on, or adjacent to MOD property. To that end, there may be occasions when the MOD will be obliged to provide a temporary guard force at a civil aircraft crash site to meet that duty of care. The AAIB will be informed immediately of all civil aircraft crashes and serious incidents via the AAIB accident line. If a Military Operated Civilian Owned Aircraft crash occurs the usual APCM principles of this manual apply.

   b. Civil Police. When a UK military aircraft or MOD-sponsored visiting foreign military aircraft crashes off base, the civil police will inform the DCDSDO or ARCC. Initial guarding will be undertaken by the Civil Police but they will be relieved by military personnel as soon as possible, and in any event, within 24 hours.

11. Immediate Response Guard by Service Personnel. Within the UK, the ARCC will dispatch 2 Mountain Rescue Teams (MRT) which will, in addition to their normal duties, act as an immediate response guard force to take over from the civilian police. Where a MRT has been
employed to provide the immediate response guard force, it will be replaced as soon as possible by the lead APCM unit guard force in daylight the day following the accident; in any event the hand-over will take place within 36 hours of the accident.

HEALTH AND SAFETY PRECAUTIONS

12. **Military Aircraft.** All military aircraft contain materials which may be hazardous to health, particularly when burnt as a result of a post crash fire. All units with access to the Defence Intranet have access to the Aircraft Hazard database which can be accessed from the MAA Regulatory Publications home page. In addition, hazards may also exist from explosive ordnance or components of Aircraft Assisted Escape Systems (AAES). An ARO from JARTS will respond immediately to every military aircraft accident (whether on or off-base). On arrival, the ARO is responsible to the APCMIO for controlling in-cordon activity to ensure that any necessary safety precautions are taken.

13. **Civil Aircraft.** If a civil aircraft crashes on MOD property, it will be treated in the same manner as a military aircraft and JARTS will be notified.

ACCESS TO PRIVATE PROPERTY

14. Entry onto land without permission may constitute a trespass. Accordingly, before entering private property to mount a guard, Service personnel must attempt to obtain permission from the owner or occupier. In an emergency (eg to effect a crew rescue), or when it is impracticable to obtain permission beforehand, the APCMIO may authorize personnel to enter without permission. However, every effort will be made to contact the owner or occupier of the land as soon as practicable thereafter. Also, as compensation may be payable for any damage caused, entry and any other acts on the land must be carried out in a manner that causes the minimum damage. Any additional damage caused to property in the course of APCM activity should be photographed and recorded for onwards submission to the Defence Infrastructure Organisation (DIO).

COMPENSATION CLAIMS

15. Guidance on the handling of enquiries about payment for compensation is provided in Chapter 2, para 122.

NEWS MEDIA PERSONNEL

16. The guidelines to be followed when dealing with news media personnel are provided at Chapter 2 para 92 and Chapter 3 Annex O (Chapter 3 only available on the Defence Intranet).

EMBARKED OPERATIONS

17. All embarked aircraft will be managed under APCM procedures using organic ship facilities, technical expertise and manpower support from embarked squadron / flight personnel for initial actions. Ship Commanding Officers will take whatever action is necessary to manage such accidents and, if the operational situation so requires, may authorize embarked technical staff to enter an accident site to photograph and record evidence prior to moving the wreckage. In a non-operational environment, interference with wreckage must be avoided if at all practicable, unless needed to render ‘safe’ undamaged ordnance or if the safety of others is compromised.

18. Aircraft involved in accidents on land whilst on embarked operations will be dealt with under arrangements determined by the Aviation Duty Holder and Commander and are subject to the appropriate regulations and the principles of this Manual. Responsibility for APCM of such aircraft will rest with the Aircraft Operating Authority (AOA) concerned but should also be reported in accordance with RA1410. However, initial in-theatre APCM support will be coordinated by the Commander Task Group (CTG) and resources provided from in-theatre units until arrival of activated personnel. Prior to embarkation, AOAs will formulate contingency plans for in-theatre support and wreckage recovery. Further information regarding embarked APCM can be found in BR766.
Chapter 2: The MOD Accident Response Organization

POLICY
1. The MAA is responsible for the formulation of MOD APCM Policy in accordance with the Regulations outlined below.

STAFF RESPONSIBILITIES
2. The MAA is responsible for:
   a. MOD APCM Policy.
   b. Sponsorship of the APCM Incident Officer Course.
   c. Co-ordinating and staffing all amendments to this Manual.
   d. Publication of this Manual.
   e. Publication of the APCM Aide Memoire.

These responsibilities will be exercised at working level by DSA-MAAIB.

3. Air Command is responsible through JARTS for providing an ARO and team for the recovery of fixed and rotary wing aircraft worldwide. In addition, RAFCAM will be responsible for generating and maintaining a database of the post-accident hazards associated with all aircraft registered or operated by the MOD.

4. Directors of Media and Communications. The single-Service Directors of Media and Communications are responsible for the provision of timely and sensitive Media Lines to take at aircraft accident sites. Detailed orders for Media engagement are described at Chapter 3 Annex O (Chapter 3 is only available on the Defence Intranet).

5. HQ 2 Gp, RAF. HQ 2 Gp will be responsible for the policy for and provision of suitably trained and equipped MRTs for APCM duties.

6. Contingency Planning. The staff responsibilities for contingency planning are listed at Paras 7 to 9 below.

7. Command Headquarters. APCM responsibilities will be completed by organisations in accordance with this Manual and RA1430. The term Command Flight Safety Officer (CFSO) will be interpreted as meaning either a full-time staff officer established for Flight Safety duties or, where such an officer is not established, the officer nominated by the Operating Duty Holder (ODH) to handle Flight Safety matters. Air Command will take the lead in APCM matters on behalf of DE&S stations and will provide local liaison between the APCMIO and civilian authorities through the RAFRLO organisation. A map showing lead MOD Units with APCM responsibilities and RAFRLO boundaries can be found at Annex A. CFSOs will:
   a. Ensure that all units likely to be tasked with APCM responsibility maintain adequate APCM response plans and adequate numbers of trained APCMIOs.
   b. Ensure that all units likely to be tasked with providing APCM support comply with the provisions of this Manual and RA1430.
   c. Contact the DCDSDO to arrange support from other units/agencies, through Standing Joint Command (SJC) (UK) where appropriate, in the event that a unit tasked with APCM support is unable to fully support the APCM task.
   d. Ensure that suitable arrangements exist for them, or their deputy, to be contactable out of hours via the DCDSDO.

8. AOAs.  
   a. Overseas. When aircraft operate in non-UK airspace, AOAs will ensure that suitable arrangements for APCM are in place. These arrangements will include the provision of guidance and information to the host nation in the event of an aircraft accident and support to the MilAAIB, Service Inquiry (SI), ARO and aircraft recovery team, where these are
deployed. AOAs will ensure that the arrangements recognize the provisions of STANAG 3531 and other nation-specific agreements. STANAG 3531 details the arrangements between NATO members following an accident on the conduct of the subsequent investigation.

b. **Non-UK Based Aircraft.** AOAs will ensure that suitable APCM procedures exist for non-UK based flying operations.

c. Where more than 3 aircraft are involved as part of a detachment (typically fast jets or helicopters), or fewer than 3 aircraft but for a duration in excess of 7 days, then an APCM trained person is to be part of the detachment. If fewer than 3 aircraft, or for duration less than 7 days, then the requirement for an APCMIO is not mandatory, but is still recommended.

d. Where aircraft deploy on an individual basis (typically large or multi-engine aircraft), while not practical to mandate that an APCM qualified individual is present, it is still recommended where possible.

9. **Convening Authority.** The convening authority, through the MilAAIB will have arrangements in place to:

   a. Assume Command and Control (C2) of aircraft accident sites.

   b. Scrutinise and action any requests for additional resources which may come from the accident site APCMIO.

   c. Ensure that the MOD’s responsibilities under the Health and Safety at Work Act 1974 and the Environmental Protection Act are complied with. To this end the APCMIO, through the ARO, remains responsible to the convening authority for these matters until the site is cleared of wreckage and the landowner has settled compensation terms with DIO.

   d. Ensure Site Clearance procedures are complied with at an accident site, culminating in a site clearance meeting.

C2

10. **Principles.** Every aircraft accident will involve a variety of organisations and personnel. As each occurrence will be unique, there can be no single solution to cover every eventuality. To ensure maximum safety, yet flexibility, it is paramount that a clear and unambiguous command and control organisation be activated. A typical sequence of events following an accident within the UK is shown at Chapter 2 Annex B.

11. **C2.** On notification of an aircraft incident or accident, the DCDSDO will initiate APCM activity by calling out the various organisations which make up the Accident Response Organization in accordance with DCDSDO Standard Operating Procedure (SOP) 201. For aircraft under the Operational Command (OPCOM) of MOD Permanent Joint Headquarters (PJHQ), the incident will be reported to the PJHQ Ops Controller and initial C2 is deemed to be held by the MOD. Accident response activity will commence only when cleared to do so by PJHQ J3. On all other occasions, this C2 will be interpreted by on-site personnel as a direction to follow MOD APCM Policy. The Convening Authority will assume primacy of the site as soon as is practicable; this assumption of C2 will include making contact with the APCMIO and/or the unit providing APCM support.
12. C2 arrangements are shown below.

(1) 90 Signals Unit (SU)/Search and Rescue (SAR)/MRT when present on site.

(2) The Hazardous Material and Environmental Protection Officer (HEPO)/Environmental Health Officer (EHO) may also advise the APCMIO on hazards.

(3) When requested by ARO through DCDSDO.

(4) When aircraft wreckage is located within lakes, inland waterways or the intertidal zone (i.e. coastal and estuarial waters between the Mean Low Water Spring and Mean High Water Spring tide marks), C2 remains with the APCMIO in respect of security, cordons, media etc. Chief Salvage and Mooring Officer (CSALMO), when tasked, is responsible for the management of the recovery task and / or the provision of maritime safety advice to those personnel employed within this zones.

AERONAUTICAL RESCUE CO-ORDINATION CENTRE (ARCC)

13. Whenever notified of an aircraft accident or serious incident that might lead to the use of an AAES, the ARCC will notify the DCDSDO.

14. Whenever a request is received from the civil emergency services for advice relating to the safety precautions to be adopted at an aircraft crash site, the ARCC will obtain the contact telephone number [and where possible a Fax number/Email address] of the originator and relay the request to JARTS.

PROVISION OF IMMEDIATE RESPONSE GUARD FORCE - UK

15. For accidents occurring more than 5 nm from a UK Main Operating Base (MOB) i.e. Service airfield at which aircraft are permanently based; this does not include civil airfields at which University Air Squadrons (UAS) / Air Experience Flights (AEF) are based], or within this distance when the crash site is inaccessible by road, the ARCC is, whenever possible, to dispatch 2 MRTs. For accidents occurring less than 5 nm from a unit that is a MOB, that unit will provide the immediate response guard force unless the crash site is inaccessible by road in which case the unit will inform the ARCC. In the event of an inability to deploy an MRT under the circumstances described above; the ARCC will advise the DCDSDO.

IMMEDIATE RESPONSE GUARD FORCE

16. On occasions when more than one MRT is deployed, the ARCC will appoint a specific Team Leader as On-Scene Commander.
17. When known, the ARCC will pass the following details to the DCDSDO:
   a. MRTs/unit deployed to mount the immediate response guard force.
   b. Confirmed grid reference of the accident site location.
   c. Contact telephone number of Officer in Charge (OIC) Crash Guard and/or APCMIO.
   d. [If applicable] Contact telephone and Fax numbers of Civil Police Control.

18. The ARCC have no role in tasking APCM support.

19. If hostile environmental conditions require the retention of the MRTs at the site APCMIOs will ensure that any decision to retain MRTs on-site is made in conjunction with the ARCC.

20. Where the initial deployment of the APCMIO and the ARO could be expedited by the use of an SAR helicopter, the DCDSDO will ask the ARCC to state the feasibility of options available. Once an option has been agreed upon:
   a. The DCDSDO will inform the APCMIO and the ARO as appropriate.
   b. The ARCC will task relevant SAR assets.

MRT

21. The MOD has a responsibility under Health and Safety at Work legislation to protect Service and civilian personnel from the hazards that will be present at military aircraft crash sites. In order to discharge this responsibility adequately at off-base locations, it is essential that Service personnel are deployed as soon as possible to act as an immediate response guard force. Ideally these personnel should be familiar, in general terms, with the type of hazards to be expected and must be equipped with suitable Personal Protection Equipment (PPE). In addition, they must have immediate access to a communications infrastructure and will also be equipped to deploy at very short notice and remain self-sufficient for up to 36 hrs in all weather conditions. For all these reasons, it is the preferred option that MRT assets should be employed to provide the immediate response guard force and initial communications infrastructure at the majority of off-base crash sites on the UK mainland.

22. The mission of the crash guard will ensure:
   a. That military and civilian personnel are protected, as far as practicable, from the hazards that will be present at the accident site.
   b. The security of wreckage, classified equipment and information that may be in the vicinity, and of Service equipment that may be deployed.

23. **Dress.** The guard force at an aircraft accident site will be in the public eye. Accordingly, the Team Leader will ensure that all guard force personnel maintain a high standard of appearance at all times appropriate to the climatic conditions.

24. The MRT leader will conduct a dynamic risk assessment for the use of PPE in consultation with EHO / HEPO.

25. MRT personnel will probably arrive at an accident site before the ARO or APCMIO. In this event, once all life saving activities have been carried out, the Team Leader will make every reasonable effort to:
   a. Set up a cordon in consultation with 5131(BD) Sqn and INM/RAFCAM based on aircraft type and fit. Further evacuation guidance can be found at Chapter 3 Annex L (Chapter 3 in only available on the Defence Intranet).
   b. Ensure that access within the cordon is controlled.
   c. Limit the actions of MRT personnel within the cordon area to SAR activities.
   d. On arrival of the ARO, brief him on all activities carried out and the protective methods adopted, including the extent of cordons already set up. The ARO will then advise the Team Leader of any other protective methods that will be adopted.
26. **AAES.** MRT activities in respect of the rendering safe of AAES components will be restricted to those essential for the immediate rescue of crew / passengers. Unless directed otherwise by the DCDSDO or the Convening Authority, MRT personnel will leave all other aspects of AAES safety to the AAES Investigation Team.

27. **Accident Site Photography and Mapping.** After completion of the SAR phase, the Team Leader will have a video and / or photographic record of the accident site and wreckage made. If he considers that actual / forecast weather conditions might compromise evidence/wreckage patterns, he is also to consider the flagging, mapping and logging of items of wreckage if it is safe to do so and in consultation with the MilAAIB. Any map/plan should be offered to the ARO and MilAAIB on their arrival; GPS mapping is preferred.

28. **Explosive Ordnance / Components.** MRT personnel are not to engage in the rendering safe of explosive ordnance or explosive components other than AAES as described at Para 26 above.

29. **Long Term Guard Force.** A long term guard force will be provided by the unit nominated to provide APCM support to the accident site. The handover, which will be conducted in daylight, will take place as soon as possible after the accident. In any event the hand-over will normally take place within 36 hours of the accident occurrence.

**ORDERS FOR CRASH GUARDS**

30. The Team Leader will ensure that, whenever possible, guards are reminded of the contents of Chapter 3, Annex K (Chapter 3 is only available on the Defence Intranet) Instructions for Crash Guards before taking up a guarding position and that each member of the on-shift guard force is in possession of a waterproofed copy of that Annex.

**MILAAIB**

31. The pan-Defence MilAAIB is co-located with the Department for Transport AAIB at Farnborough. The MilAAIB is responsible to the DG-DSA, and when tasked, will deploy to the aircraft incident or accident site as soon as possible to lead the investigation.

32. A MilAAIB team will normally deploy a team of 3 personnel, 2 engineers and one operator to gather evidence and conduct interviews as soon as possible after notification of an occurrence. Normally, within 24 hours of arrival at an incident, the team will produce a triage report to the DG-DSA, to inform the decision making process regarding the level of Inquiry to be convened in accordance with JSP832 A Guide to Service Inquiries.

33. The MilAAIB team will also advise the DG-DSA, of any urgent safety matters. This will take the form of Urgent Safety Advice to the DG-DSA and the Duty Holder chain.

34. When a SI is convened, the MilAAIB work on behalf of the SI President to assist in the investigation process. At a crash site, the MilAAIB will give authority, on behalf of the SI President for all activities up to and including the removal of the wreckage.

35. Decisions regarding suspension of flying or re-commence of flying operations is the responsibility of the Duty Holder chain.

**AIRCRAFT RECOVERY UNITS**

36. The APCM role of JARTS is described below, to the extent required for unit planning and briefing purposes.

37. JARTS exists to effect fixed and rotary wing APCM recovery worldwide. JARTS also undertakes the transportation of fixed and rotary wing operational aircraft and is based at MOD Boscombe Down.

**AUTHORITY AND RESPONSIBILITIES OF THE ARO**

38. The ARO is provided by JARTS and is responsible to the APCMIO for:
   a. Ascertaining the hazards at the accident site by conducting a survey in daylight.
b. Determining the protective measures to be adopted by all personnel at the accident site (including adjustment of the cordon perimeter, and the declaration of risk level(s) and the dress state(s) to be adopted).

c. Controlling activities within the cordon to ensure that the specified protective measures are complied with.

d. Ensuring that, before the site is finally vacated, all hazards have been eliminated.

e. The handling, storage and transportation of specified flight data recording equipment and components.

f. Wreckage removal including removal and disposal of contaminated soil.

39. With regard to Health and Safety matters at the accident site, the ARO is acting on the authority of MOD. The APCMIO will ensure that all ARO recommendations concerning Health and Safety are acted upon.

40. In the event that the ARO arrives at the accident site prior to the APCMIO, he may be required to carry out the duties of the APCMIO, including the formulation of Situation Reports (SITREPs) for the DCDSDO and the convening authority.

41. The ARO is required to submit a crash report to the MilAAIB regarding the conduct of activities at the accident site. In the event of any person, regardless of rank, failing to implement the protective measures deemed necessary by the ARO, the ARO has recourse to contact MOD for immediate resolution of the problem.

42. JARTS will be tasked by the DCDSDO; units are not to attempt to contact JARTS direct. The ARO will arrive at a crash site as soon as practicable after notification of an incident and the JARTS Ops Cell will be on call for the first 24 hours following an accident to offer advice on safety matters prior to the arrival of the ARO.

43. The ARO, normally accompanied by at least one Senior Non-Commissioned Officer (SNCO), will travel to the accident site by one of the following methods:

a. JARTS Rapid Response Vehicle (RRV) escorted at high speed by the Civil Police if the incident warrants this.

b. RAF Hercules aircraft (with RRV).

c. SAR helicopter.

d. Scheduled civil aircraft.

e. Military communications or training aircraft.

Note: In normal circumstances, the ARO will only commence a site survey in daylight; however, operational circumstances may dictate that such work commences on arrival, whatever the conditions.

JARTS RESPONSE - PROVISION OF AN INCIDENT CONTROL POINT (ICP)

44. Deployment. For accidents in the UK and NW Europe, an ICP may be deployed by JARTS. The ICP will comprise one or more control cabins and an associated air shelter complex. As well as providing an integrated command and control centre for all activities at the crash site, the ICP complex will be used to provide domestic support for JARTS personnel and working accommodation for personnel involved with investigations.

45. Site Co-ordinator. The JARTS Site Co-ordinator will be responsible for the efficient running and husbandry of the ICP complex and will allocate appropriate areas to other parties at the crash site. The Site Co-ordinator will be present within the ICP complex whenever activity is taking place within the cordoned areas.

46. Communications. If deemed necessary, communications support will be provided by 90SU (TCW) under arrangements as detailed at para 55.
PROCEDURES FOR THE RECOVERY OF DITCHED AIRCRAFT

47. Dir Op Cap is the Tasking Authority for the recovery of UK military aircraft that crash into the sea or inland waterways. CSALMO is the officer responsible for co-ordinating salvage in such circumstances.

48. Salvage requests will be supplemented by signal in accordance with the instructions provided in DCI JS 35 2011DIN04-076. Dir Op Cap will pass agreed tasking to CSALMO who will arrange for salvage experts to be attached to the SI as soon as possible, in order to advise on the practicalities of complete or partial salvage.

49. Under rationalised Joint Service agreements, the recovery costs of salvaging MOD aircraft (for investigation purposes) which crash at sea are borne by the CSALMO. Marine salvage is conducted utilising either MOD in-house assets, civilian platforms (vessels), plant and equipment contracted from Industry or a combination thereof, managed by deployed MOD Salvage Officers.

50. Marine salvage operations are likely to be broken down into 3 distinct phases: initial location using Sonar Locator Beacons, hydrographic survey of the debris field, and finally recovery. Costs can mount rapidly and so effective use of available resources and close control is essential. Consequently operational authority is vested in CSALMO and his delegated deputies.

51. It is vitally important that all positional information is recorded, where possible, in Latitude / Longitude format with the following supplemental information: time of observation / datum used (eg WGS84) / method of fixing (Differential Global Positioning System (DGPS) / radar plots etc) / origin of position (SAR Helicopter / personal Emergency Position Indicating Radio Beacon (EPIRB) etc) / nature of position (Mayday / last track or reported position / oil slick / aircrew recovered etc). In the case of positional reporting of wreckage / slicks / aircrew, observed wind and tide conditions at the time of observation should also be reported.

52. Any further information from the ARCC, Distress & Diversion (D&D) Cell, SAR Reports, Air Traffic Control (ATC), eyewitnesses (including photographs / video of the event and or floating wreckage / oil) that may assist in defining the search area should also be made available.

53. For vessel at sea, further guidance regarding positional recording for ditched aircraft is contained in BR45(4) Chapter 13.

54. The following information is to be recorded and forward by the quickest means possible to the CSALMO representative (through the DCDSDO or MilAAIB if need be):
   a. Aircraft Type / Variant / Airframe Number.
   b. Date Time Group of ditching.
   c. Crash datum positions (including supplemental information as per previous para 52).
   d. Sonar locator beacons – number fitted and frequencies.
   e. Last recorded / observed course, speed, altitude, attitude of aircraft.
   f. Any local knowledge of weather conditions, tides and current at the time of the incident.
   g. Armament and any specific equipment fit of aircraft.
   h. Aircraft hazards.
   i. Ejections seats (number; fired / not fired / state unknown).
   j. Number and status of aircrew / Personnel on Board (POB).

90 SIGNALS UNIT (TACTICAL COMMUNICATIONS WING (TCW))

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

56. Air Command A6 Ops Commitments will be informed (through the ARO) when an ICP will be activated for an aircraft accident. When A6 Ops Commitments are informed, contingent CIS capability will be allocated as appropriate by Deployed Operations or UK Ops as appropriate.

57. 90SU possess a comprehensive inventory of communication equipment which could initially be provided to support an accident site:
   a. Insecure / secure voice.
   b. Insecure / secure fax.
   c. Insecure / secure computer data transfer.
   d. Insecure ground/air Ultra High Frequency (UHF) / Very High Frequency (VHF) communications.
   e. Insecure High Frequency (HF) communications.
   f. Matel field telephone network, comprising 10 handsets.
   g. Insecure / secure management radio equipment, comprising 6 handsets.

58. The 90SU detachment commander will review the communications Information Exchange Requirement (IER) on arrival at the accident site and advise HQ AIR, A6 Ops of any new tasking.

59. The location of the accident site and the communications IER, formulated on site, would determine the 90SU manpower and equipment to be deployed.
   a. UK. The composition of initial 90SU deployment to an accident site within the UK would depend upon the IER generated by the ARO. If necessary, the 90SU detachment will operate and support itself for up to 2 days; however the APCMIO must ensure that appropriate support is provided to the detachment for the duration of their deployment, including the arrangement of local accommodation, normally with the other members of the accident investigation team.
   b. Overseas. When required, 90SU could provide an initial communications capability to an ICP at an overseas accident site, subject to the provision of Air Transport (AT) and on-site support to the detachment by the JARTS Ops Cell.

AAES

60. Terminology.
   a. AAES. The term AAES will be interpreted as meaning collectively:
      (1) An ejection seat complete with ejection gun, guide rail, operating and adjusting controls.
      (2) Connections between an ejection seat and other equipment fitted in the aircraft.
      (3) Equipment fitted on or to an ejection seat.
      (4) Systems or sub-systems for clearing the ejection path from the aircraft, including associated mechanisms operated by explosives.

61. AAES Investigation Team. The term “AAES Investigation Team” will be interpreted as meaning personnel nominated by the Aircrew Escape and Survival Team (AE&ST), to conduct a formal investigation into the use, attempted use or non-use of AAES.

62. Activation. The AE&ST will receive notification of an aircraft accident from DCDSDO, and will ensure that suitable arrangements exist for a member of its staff to be contactable at all times.

63. Timescale. Ideally, the AAES Investigation Team will arrive at the accident site as soon as possible. Preferably, they will arrive no later than first light on the day following the accident (i.e. to co-ordinate with the ARO survey of hazards within the cordoned area).
64. **AAES Safety Precautions at Aircraft Accident Sites.**
   a. **Unit Immediate Actions.** During immediate fire and rescue operations, fire service and MRT personnel may take whatever precautions are necessary to effect crew rescue. Thereafter, except as provided for below, ejection seats and components, survival equipment and flying clothing will be left undisturbed until the arrival of the AAES Investigation Team who will be responsible for taking all other AAES safety precautions.
   b. **AAES Investigation Team.** Upon arrival at the accident site, the AAES Investigation Team may examine immediately and render safe those items of AAES that are cordoned separately outside the main wreckage cordon area. However, they are not to attend to items of AAES within the main cordon area until cleared to do so by the ARO and/or the MilAAIB.
   c. **Unit Personnel.** 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. Prior permission from the MilAAIB is to be sought before unit personnel are employed to render AAES safe.

65. **Reports.** The AAES Investigation Team will report as follows:
   a. **Unauthorized Actions.** If the AAES Investigation Team find that any person has interfered with AAES components at the accident site in a manner that is contrary to the terms of this order, the facts will be reported as follows:
      1. By the ARO to the MilAAIB by telephone.
      2. By the ARO to the MilAAIB in the ARO’s task report.
   b. **RAF F2855.** The AAES Investigation Team will complete F2855 for all tasks. Distribution of the completed form will be as directed by the Convening Authority for the task in question.

**EXPLOSIVE ORDNANCE DISPOSAL**

66. Explosive Ordnance Disposal (EOD) operations are only to be conducted by suitably qualified personnel. All military aircraft or aircraft operated on behalf of the military, UK, allied and foreign alike, are to be assumed to be carrying explosive natures. Such natures may include aircrew survival mini-flares, fire bottle cartridges and ejection seats as well as other munitions. An Air Operations EOD team at 30 minutes notice to move 24 / 7, will be tasked from 5131 (BD) Sqn by the DCDSDO in response to all military aircraft accidents or incidents. The EOD Team will provide specialist safety advice, the capability to locate, identify and render safe all items of explosive ordnance and the capability to render safe AAES in conjunction with the AAES Investigation Team. Except when life is at risk and no other action can reduce the risk to an acceptable level, unit personnel are not to undertake EOD operations until cleared to do so by the ARO.

67. If explosive ordnance which was known to be on the crashed aircraft on take-off cannot be immediately accounted for at, or in the vicinity of, the accident site, the assistance of an Armaments and Explosive Search (AES) dog team and search personnel may be requested by the APCMIO via HQ RAF Police.

**ENVIRONMENTAL & OCCUPATIONAL HEALTH AND AIRCRAFT HAZARDOUS MATERIAL (HAZMAT) SUPPORT**

68. This paragraph details the procedure for obtaining support from the RNINM and the RAFCAM, for advice on Occupational Health (OH), Environmental Protection (EP) and Aircraft Hazardous Material (HazMat) matters. RNINM will respond to rotary aviation incidents and RAFCAM to fixed wing incident.

69. RNINM and RAFCAM will maintain an Occupational & Environmental Health (RNINM HEPO / RAFCAM EHO) for immediate advice, and at standby to deploy and provide OH and EP support.
at an accident site. The HEPO/EHO may be contacted via MilAAIB, JARTS, ARCC, RAFRLO, or DCDSDO. The following agencies may task RNINM and RAFCAM to deploy the HEPO/EHO:

a. MilAAIB.
b. The ARO.
c. JARTS Ops Cell (upon request from the ARO).
d. The SI convening authority.
e. DCDSDO.

70. The ARO will consult the HEPO/EHO on every occasion. The response will be agreed by discussion, and under normal circumstances the HEPO/EHO will attend every accident site. Where possible, responding APCM units should ensure fuels teams are available for initial containment of spills following an accident or incident.

PATHOLOGY

71. **Applicability.** The terms of this Paragraph are applicable in the UK only. The procedures to be followed overseas will be promulgated by the AOA responsible for that deployment or theatre.

72. **Jurisdiction of the Coroner / Procurator Fiscal.** In the event of a fatality, on-base or off-base, the authority for movement of the human remains of deceased persons rests with the Coroner (Procurator Fiscal in Scotland). In practice, authority is often delegated to the Coroner’s Officer or Agent or the Civil Police Incident Officer. It must be noted that prior permission is not required from either the SI President or the Convening Authority, nor may Service personnel insist that photographs be taken before human remains are moved.

73. In the event that further human remains are discovered after the Coroner has released a body for burial or cremation, the following action will be taken:

a. Inform the Coroner (Procurator Fiscal in Scotland) that a discovery of further human remains has been made.
b. Ascertain whether the Coroner (Procurator Fiscal in Scotland) will assume jurisdiction and responsibility for the discovered remains.

   (1) Where the Coroner (Procurator Fiscal in Scotland) assumes responsibility for the remains and/or gives directions on the disposal action to be taken, comply with his directions. In addition, the parent unit of the deceased individual will be informed of the discovery.

   (2) Where the Coroner (Procurator Fiscal in Scotland) declines jurisdiction, the parent station of the deceased individual will assume responsibility for the remains and will obtain the Coroner’s consent for planned disposal action.

74. **Consultant Aviation Pathologist.** In the event of an aircraft accident involving a fatality, RAFCAM/RNINM will make arrangements for the attendance of the consultant Aviation Pathologist from the Department of Aviation Pathology. RAFCAM/RNINM will ensure that the sponsor of this Manual is advised whenever a change occurs to the RAFCAM/RNINM call-out procedure.

75. It is very likely that, prior to the arrival of the Aviation Pathologist; the civil authorities may direct that human remains be removed from the scene. Unit medical officers may be instructed to assist at the accident site if there are difficulties or delays in the arrival of the Aviation Pathologist.

76. **MilAAIB / ARO.** It is likely that the MilAAIB and/or the ARO will arrive at the accident site some hours before the Aviation Pathologist. In the event of the MilAAIB / ARO arriving at the scene before human remains have been moved, he will arrange for a photographic and/or video record of their disposition to be made. Ideally, he will liaise with the Civil Police Incident Commander to secure the services of a Scene of Crime Officer for this purpose.

77. Whenever possible, the MilAAIB / ARO will contact the Aviation Pathologist from the scene to ascertain if any other evidence might usefully be recorded in the circumstances pertaining.
78. **Human Remains - Handling and Reporting.** Human remains must be moved, labelled and protected in accordance with the requirements of the Coroner. Whenever human remains are moved, eg to a mortuary, the MilAAIB / ARO will ensure that the following are notified of the new location:
   a. Aviation Pathologist (on arrival if not contactable during transit).
   b. SI convening authority.
   c. Parent unit of the deceased.
   d. Unit and CFSO responsible for APCM support.

79. **Helicopter Tasking by the Accident Response Organization**

   79. 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.

80. In the event that helicopter support is required for heliborne salvage or the movement of recovery / SI personnel to and from a crash site, the ARO will submit the request direct to the DCDSDO. This procedure is also to be followed in the event that the ARO requires helicopter support to a civilian aircraft accident site. The ARO must inform the APCMIO of all requests made for helicopter support to military aircraft accident sites.

81. The DCDSDO will either task Joint Helicopter Command or request that the task be met by the SAR Force, training units or the civil fleet. If the task involves the recovery of wreckage as an underslung load, the DCDSDO will task Joint Helicopter Support Squadron (JHSS) to attend the accident site.

82. **Joint Air Delivery Trials and Evaluation Unit (JADTEU)/ JHSS Assistance**

   82. Circumstances Requiring JADTEU & JHSS Assistance. Whenever significant wreckage is removed by helicopter as underslung loads, JHSS assistance will be required. JHSS will be alerted via the DCDSDO as a part of normal tasking. JADTEU assistance is not required if the wreckage can be carried in normal cargo netting, ISO-Container or other approved underslung load carrier. In all other cases, the ARO will request assistance, through the Convening Authority, from JADTEU.

83. **Command and Control.** If heliborne salvage is required either:
   a. A Mobile Air Operations Team (MAOT) will be sent to carry out the task. The MAOT OIC will have under command JADTEU and JHSS personnel as required. He is able to task the aircraft captain. The MAOT OIC will be responsible to the ARO for the successful completion of the operation.
   b. For a small number of discreet underslung loads, the aircraft captain will be responsible to the ARO for the task and will have the JADTEU and JHSS personnel under command.

84. **Royal Engineer (RE) Tasking**

   84. The initiator of a request may liaise immediately with HQ 12 (Force Support) Engineer Group, to whom responsibility for APCM RE Recce has been delegated. Where RE tasking beyond reconnaissance/advice is found to be required, ARMY HQ will task the relevant force element based on input from the ARO, RE Recce and HQ 8 Engineer Brigade. Notwithstanding the ability to call out RE capability direct from 12 (Force Support) Engineer Gp HQ, the potential requirement to request further RE elements necessitates that the formal Chain of Command (CoC) be informed from the outset. This will alert ARMY HQ to the Recce Task and the potential for further tasking. Thus the initiator must inform:
   a. The DCDSDO.
   b. The MilAAIB.
   c. 12 (FS) Engineer Group.
NO 3 MOBILE CATERING SQUADRON (3 MC SQN)

85. In accordance with the RAF Command Plan, 3 MC Sqn will provide APCM catering support to APCM Units across mainland United Kingdom, where the incident is greater than 5 km from a military establishment. The equipment will be held at R0. 3 MC Sqn will aim to be on site within 24 hours following notification of an incident. 3 MC Sqn may also be able to support major APCM Exercises upon receipt of tasking through A4 Cat Ops, HQ Air. 3 MC Sqn support is requested by the APCMIO.

86. Contact details for 3 MC Sqn RAF Wittering:
   a. Normal Working Day :  Adjt 95351 6320 / 01780 416320
   b. Silent Hours:  Duty SNCO 07717431259
                   Duty Junior Non-Commissioned Officer (JNCO)
                   07717431258
                   Guard Room 95351 7227 / 01780 417227

87. 3 MC Sqn will expect to be backfilled by the lead APCM unit no later than 48 hours after deployment. They will however, leave support equipment for use by suitably trained personnel and one subject matter expert at the incident site for the duration.

ACCIDENT SITE AIRSPACE RESERVATION

88. Accident site airspace reservation within the UK can be established through the DCDSDO. The procedures to be adopted overseas will be promulgated by the AOA.

MILITARY ACCIDENTS AT A CIVIL AERODROME

89. A military aircraft accident at a civil aerodrome presents particular APCM difficulties. Civil aerodrome emergency services will react to the accident and carry out first aid actions. If a military aircraft crashes at a civil aerodrome, the management of the accident site will be undertaken, in the first instance, by the civil emergency services and subsequently by the MilAAIB team with the AAIB providing support as necessary.

90. Civil aerodromes respond to aircraft accidents in accordance with the guidelines contained within CAP 168 (Licensing of Aerodromes). These guidelines include a section relating to the specific considerations arising from a military accident on a civil aerodrome. Thus, the civil emergency services can be expected to fight a post-accident fire, rescue any survivors and then cordon off the accident site in accordance with the principles contained within this Manual.

CORPORATE COMMUNICATIONS (CC)

91. The MOD aims to present a positive, accurate and consistent image. Our ability to sustain this professional image will be severely tested in a crisis. Even in the most adverse of circumstances it is important that we do our utmost to get our message across. CC 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.

92. During the first 48 hrs following an aircraft accident, a number of agencies are involved in media management. Whoever is the first to arrive at the accident site may find they have to deal with press inquiries. As soon as possible, the responsibility for corporate communications should be assumed by a suitably trained Media representative (known as an Incident Corporate Communications Officer (ICCO)). If such an individual is not available, the APCMIO should be prepared to engage with the media themselves when authorised to do so.

93. Defence agencies involved in APCM Media and Communications (M&C) are:
   a. Directorate of Defence Communications (DDC). The DDC orchestrate the overall approach to communication efforts across defence, both internally and externally, whilst building the best reputation for defence consistent with the facts.
   b. DDC DNews. DNews are responsible for the management of news media handling arrangements. The duty press officer (DPO) will provide advice on dealing with all media
inquiries relating to aircraft accidents. They are responsible for incident M&C policy matters and for issuing generic press lines on low flying and flight safety to APCM units. It is essential that the ICCO establishes and maintains close communication with the DNews.

**DNews contact (Out of Hours) Tel:** +44 (0)20 721 87907 / Mil: 9621 87907

c. **Single Service Media and Communications:** The single Services maintain a M&C capability. In the event of an aircraft accident single Service M&C staffs will provide support to DNews and ensure that single Service leadership teams and Command M&C staffs are kept informed of media developments as appropriate. They can assist with arranging press conferences and providing MOD spokespeople, as appropriate.

d. **APCM Station.** The APCM Station will maintain a close communication with the duty press office, usually through unit media personnel. In addition to the APCMIO, the APCM Unit Commander may decide to deploy an additional media specialist to the accident site as soon as possible. It is the APCM Unit Commander’s discretion whether the unit MCO\(^1\) is deployed to the accident site. However, thought should be given to how any media inquiries to the unit will be handled if the MCO is deployed to the site. The Unit Commander may also request support from single Service M&C staff. Where possible, such arrangements will be established in advance and reflected in station APCM plans. If appropriate, it is also the APCM Unit Commander’s responsibility, in consultation with the losing Station, single Service M&C staff and DNews, to decide whether to arrange a press conference and to identify a suitable location for the press conference. This can have the effect of drawing attention away from the accident site itself, particularly if timed to coincide with lunchtime or evening news bulletins.

e. **ICCO.** The ICCO is the APCMIO’s M&C specialist. They are responsible for the provision of timely and sensitive M&C interaction at aircraft accident sites in consultation with the DNews organisation and the single Service M&C organisations. The ICCO will be the media trained individual assigned to accompany the APCMIO to the incident site. The ICCO is provided by the APCM unit. Appointment of an ICCO should not remove the main media point of contact from a unit – that person should remain available to handle media inquiries directed to the unit. As soon as he arrives at the accident site, the ICCO will take over responsibility for media matters from the APCMIO and make themselves known to the Police Incident Commander. The ICCO must be trained in media relations. It is the ICCO’s responsibility to assist the APCMIO by establishing and maintaining communication with DNews, co-ordinating media activity at the site and, if necessary, acting as an additional, uniformed media spokesman. It is likely that the ICCO will be particularly busy during the initial stages. Accordingly, additional assistance in the form of an MCO or single Service M&C staff might be deemed appropriate.

94. Media guidance at the crash site and lines to take can be found at Chapter 3 Annex O of this Manual. (Chapter 3 only available on the Defence Intranet).

**SITE CLEARANCE PROCEDURES**

95. When damage is done to the land or buildings by an aircraft accident, there is a need for the MOD to make good the damage and/or offer compensation. Whilst this process is being undertaken, the environmental aspects of the accident site remain the responsibility of the MOD, as do the Health and Safety at Work Act requirements. The MilAAIB is the responsible organization, and exercises its responsibilities through DIO. This order details the means by which an accident site is declared to be returned to its original condition.

96. There are 2 phases to land restoration following an accident:

a. **Wreckage Removal.** Wreckage removal, including the removal and disposal of contaminated soil, is the responsibility of the ARO. Wreckage removal activity should not be initiated on private property until DIO has agreed a route to the crash site with the

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\(^1\) Unit media personnel may have a range of titles depending on service and location. Common titles include Media Communications Officer (MCO), Unit Press Officer (UPO), and Corporate Communications Officer (CCO). In this document, MCO should be taken to refer to any unit media specialist, military or civilian, however their post is titled.
owner/occupier and the ARO, that will minimize further damage. Once the wreckage and contaminated soil has been removed to the satisfaction of the ARO land recovery action will commence.

b. Land Recovery. Initially, DIO will liaise with the landowner and all interested parties to determine what must be done to restore the land to its pre-accident condition. Once the restoration work is complete, the Convening Authority will ensure that a meeting is held between DIO, the landowner, JARTS (if required) and appropriate civil organisations such as the Environmental Agency, the local council EHO etc. Once the landowner and the relevant civil authorities have accepted that the land has been returned to its pre-accident condition, DIO will settle compensation terms with the landowner and obtain signatures from the DIO representative and the ARO on land clearance forms as specified in the Maintenance and Airworthiness Processes Supplement – MOD Form 700 Series of Forms Chapter 2.4.8, Para 7 (MOD Form 767F Aircraft Site Recovery Clearance Certificate).

97. Only when both phases of land restoration are complete does the MOD renounce responsibility for the site, under the terms of the Health and Safety at Work Act, and release the convening authority and the APCMIO from their collective and individual responsibilities. If, subsequently, further wreckage and/or contaminated soil are discovered at an accident site, it will be disposed of by JARTS under normal procedures. Admissions of liability for further compensation are not to be given.

HEADQUARTERS RAF POLICE

98. Headquarters RAF Police, (HQ RAFP), will, on request, provide specialist assistance at aircraft accident sites.

99. HQ RAFP will pass aircraft accident details on to the RAFP Sqn HQ closest to the accident site. The local RAFP Sqn will provide the following assistance, on request from the DCDSDO, SI convening authority, ARO or APCMIO at the accident site:

   a. An AES dog team and personnel to assist in the planning and execution of searches for explosive ordnance.
   b. Personnel to advise on the safe custody of classified material recovered from the accident site.
   c. Personnel to assist in liaison with the local civilian police and other police agencies at the accident site.
   d. Crime Scene Examiner personnel to assist with photography at the accident site.
   e. Other police and security assistance as required.

MILITARY AID TO THE CIVIL AUTHORITY (MACA)

100. MACA is provided to cover all types of natural or man-made disaster. Thus, an aircraft accident site may well require an element of MACA as well as APCM as defined in this Manual. However, it is impossible to define and legislate for every situation that may arise.

101. The provision of MACA is regulated by JDP02 and is normally invoked by a civil authority or agency requesting assistance with a particular emergency situation. Even when APCM measures are in place at an accident site, initiation of MACA remains the prerogative of the civil authorities. The APCMIO must be in close contact with the civil authorities to ensure that his efforts are harmonised with their needs. If MACA is invoked, particular care is needed to integrate the military presence.

102. Although work is still required to fully integrate APCM with civil authority instructions, for all working purposes it can be assumed that the police continue to have primacy at a site where MACA has been invoked and that the military presence will be subordinate. However, in this situation, the APCMIO must endeavour to uphold the principles of APCM, but not at the expense of risking or hazarding the public or rescue services. If the requirements of MACA require APCM measures to be overridden, the APCMIO will comply with police instructions and report the facts to the Convening Authority.
MANPOWER SUPPORT FROM STANDING JOINT COMMAND (SJC) (UK)

103. Lead Units or units responsible for on-site or on-site plus 5 miles APCM who are not able to maintain a sufficient guard force, may request additional support through the DCDSDO to SJC (UK) ARMY HQ under SJC (UK) SOP 318. Support normally requires a minimum 48 hours notice and personnel will be self sufficient on arrival at the crash site.

UNITED STATES AIR FORCE IN EUROPE (USAFE) RESPONSE

104. Within the UK, the United States Visiting Forces (USVF) permanently operate aircraft from both RAF Lakenheath and RAF Mildenhall. In addition, US aircraft can operate at short notice from RAF Fairford. RAF Lakenheath is the home of the 48th Fighter Wing (FW) and RAF Mildenhall, home of the 100th Air Refuelling Wing (ARW) and the 352nd Special Operations Group (SOG). Each station has a RAF squadron leader who is the RAF Base Commander. The 2 Wings are commanded by HQ United States Air Force Europe (HQ USAFE) in Ramstein. In addition, a 1* Directorate, USAFE-UK, also commanded by HQ USAFE operates from RAF Mildenhall. Of note, USAFE-UK at RAF Mildenhall provides US Legal and International Affairs personnel.

105. **USVF Status.** USVF personnel are deployed to the UK and operate under the NATO Status of Forces Agreement (SOFA) and Visiting Force Act (VFA) 1952 which provides a legal framework under which the USVF conduct their duties. The Act defines the role of the coroner in the event of the death of a USVF individual\(^4\). The NATO SOFA also details how claims against the USVF will be assessed and apportioned.

106. **Response.** Following an incident, the USVF within the Command Post (CP) of the appropriate station will activate an Installation Command Centre (ICC) or Crisis Action Team (CAT) commanded by the appropriate Wing Commander\(^5\), who will command the overall USVF response. The station’s Emergency Operation Centre (EOC) will direct the on-scene activity as per the ICC / CAT’s strategic direction. The RAF Base Commander will normally report to the ICC/CAT and offer the relevant Wing Commander advice and support.

107. The USVF have considerable administration, logistics and communications support which they will deploy to the scene of an accident. In addition, the 48th Medical Group will deploy medical teams to the accident site and has the capability to handle a limited number of casualties and fatalities.

108. The relevant Wing should be invited to send representation to local civilian authority Strategic Coordinating (Gold) or Tactical Coordinating (Silver) Groups if appropriate. In addition, USAFE-UK can provide Legal expertise, particularly around the VFA 52 and SOFA, as required.

109. The MOD will lead on the APCM response. MOD organisations deployed should work closely with their US counterparts to minimise the duplication of response. It is advisable that the lead UK APCM unit request a liaison officer to attend the lead unit response cell.

110. **Primacy and Jurisdiction.** The UK Civilian Police retain primacy of the crash site and the UK Coroner or Procurator Fiscal in Scotland, has jurisdiction over any human remains. Once satisfied that the crash does not involve a criminal act, the UK Police will allow the USVF to investigate as outlined by NATO STANAG 3531. Once the UK Coroner is satisfied that the deceased is a member of the USVF then, in accordance with the VFA 1952, they may return the deceased to US custody.

111. **Aircraft Hazards.** Details of aircraft hazards are available on request through the respective ICC / CAT. The ARO remains responsible for health and safety at the crash site.

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\(^4\) Part 1, Section 7, Subsection (1) of the Visiting Forces Act 1952 as amended by the Coroners and Justice Act 2009 states “(1) Subsections (1A) and (1B) of this section apply if a coroner who has jurisdiction to conduct an investigation under Part 1 of the Coroners and Justice Act 2009 into a person’s death is satisfied that the deceased person, at the time of the death, had a relevant association with a visiting force. (1A) If no investigation into the person’s death has begun, the coroner will not begin an investigation unless directed to do so by the Lord Chancellor. (1B) If an investigation into the person’s death has begun but has not been completed, the coroner will suspend the investigation unless directed not to do so by the Lord Chancellor.”

\(^5\) The USVF Wing Commander is an officer of OF-5 (Colonel) rank equivalent to an RAF Station Commander.
112. **Accident Investigation.** NATO STANAG 3531 details the arrangements between NATO members following an accident on the conduct of the subsequent investigation.

113. The USVF will immediately establish an Interim Safety Board (ISB) whose President will deploy to the accident site and command USVF. Subsequently, two further boards, the Safety Investigation Board (SIB) and Accident Investigation Board (AIB), will convene and travel to the UK. With the exception of perishable evidence, the evidence will need to remain in situ until remediation is approved by both the SIB and AIB. The MilAAIB may request, or be requested, to observe both the SIB and AIB.

114. **EOD.** The USVF will deploy EOD capability with the knowledge of USVF weapons and escape systems; however, the USVF EOD personnel are not licensed to operate in the UK other than for life saving purposes. UK EOD should be deployed in accordance with UK procedures and take the lead EOD role working closely with their USVF counterparts.

115. **Claims.** Claims should be handled in accordance with APCM Policy. The USVF will contact the MOD Directorate for Judicial Engagement and Policy Common Law Claims & Policy Public Liability Group (DJEP-CLCP Claims PLG) to determine how claims will be investigated as the adjudication involves a cost sharing between the USVF and MOD as detailed in the NATO SOFA.

116. **Site Remediation.** The ARO will lead on remediation, utilising USVF capability and personnel deployed to the site who remain under US command at all times. The Site Clearance Certificate will be signed off in accordance with MAA APCM policy; however, the USVF may offer capability to conduct environmental monitoring into the future.

**DEFENCE INFRASTRUCTURE ORGANISATION (DIO)**

117. DIO are called out by the DCDSDO and will visit the site as soon as possible to make an accurate assessment of any damage caused, investigate all potential claims, negotiate settlements, and advise on the mitigation of further damage.

118. **Compensation.** Personnel at accident sites are not to give any undertaking whatsoever regarding the payment of compensation as a condition of entering or crossing private land, nor are they to say anything that might be construed as committing the MOD in any way to such payments.

119. Owners, tenants or occupiers who enquire about payment of compensation in respect of damage to land or property caused by or in consequence of an accident will be referred to the appropriate DIO representative. In the event of such enquiries being made prior to the arrival of the DIO representative, the personal and contact details of claimants will be recorded and passed to the Incident Control Post.

120. **Aircraft Recovery Activities.** Aircraft recovery activities where possible are not to be initiated on private property before the DIO has arranged, with the owner/occupier and the ARO, for the marking out of an agreed route that will minimise further damage. However, if it is necessary to enter the property prior to DIO arrival, the ARO or APCMIO may make the necessary arrangements. It must be noted that requests for payment by local landowners for the use of facilities, eg Barns, water, electricity etc during the APCM activities do not constitute claims in common law and are a matter for units with APCM responsibility. However, if damage to property is caused by units, any subsequent claims will be met by DIO or DJEP-CLCP Claims PLG.

**INTERIM PAYMENTS PROCEDURE**

121. 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 Payments Procedure is designed to help such people.

122. In the event of an accident causing extensive collateral damage, a DJEP-CLCP Claims PLG officer may attend the scene in addition to DIO. The unit with APCM responsibility will liaise with the local DIO and DJEP-CLCP Claims PLG representative. Disbursement of cash will be made on the instructions of either the Claims Officer, if present, or the DIO representative where within their delegation to do so. However, if it is necessary to authorize payment prior to their arrival, the APCMIO will take responsibility for this. In order to gain advice if necessary, Command HQs will
ensure that unit APCM Plans include contact details of DJEP-CLCP Claims PLG staff in London both during and outside normal working hours. Discretion and tact will be required whenever it is decided to offer payment to victims; even if they are not injured they are likely to be suffering from shock. Units should ensure the APCMIO has access to finance in the event of APCM activity, be that a Government Procurement Card (GPC) or a finance officer on unit.

123. The amount of money required for interim payments cannot be determined beforehand, but the unit with APCM responsibility will provide sufficient information to give some indication of the scale of the damage and therefore the likely level of emergency payments that may be required at the time the Accounts Officer is alerted. Consideration should be given to the use of the Unit photographer to record any damage caused by the APCM response organisation. There is no special provision for money to be available on a permanent basis for these contingencies. If the required sum is not immediately to hand at the nearest unit, other units may be called upon to assist with additional funds.

124. Any payments made will be documented by the payee Units will describe disbursements in the Unit cash account as ‘Interim Payments in respect of accident losses against IAC O1L71101 and the DJEP-CLCP Claims PLG Unique Identification Number (UIN) D3500B. Any claims related queries can be made through the DJEP-CLCP Claims PLG at MOD Main Building 02072181842 or 02072183545.

AAIB

125. In the event of an accident or incident involving a civilian registered aircraft at a military airfield or a Military Operated Civilian Owned Aircraft accident or incident, parallel investigations between the AAIB and MilAAIB will be conducted. It is also likely that parallel or joint investigations will be conducted where an accident has occurred involving both civilian and military aircraft.

126. AAIB personnel conducting a joint investigation do not require the permission of the SI President to examine wreckage. If the ARO is not present, they will be advised not to enter the cordoned areas until a hazard survey has been conducted. If, however, they insist on continuing with their duties, they will not be prevented from doing so unless they would be exposed to an immediate life-threatening hazard.

127. AAIB inspectors have statutory powers to:
   a. Have free access to the site of the accident/incident as well as to the aircraft, its contents or its wreckage.
   b. Ensure an immediate listing of evidence and controlled removal of debris, or components, for examination or analysis purposes.
   c. Have immediate access to and use of the contents of the flight recorders and any other recordings.
   d. Have access to the results of examination of the bodies of victims or of tests made on samples taken from the bodies of victims.
   e. Have immediate access to the results of examinations of people involved in the operation of the aircraft or of tests made on samples taken from such people.
   f. Examine evidence and have free access to any relevant information or records held by the owner, the operator or the manufacturer of the aircraft and by the authorities responsible for civil aviation or airport operation.

TRAUMA RISK MANAGEMENT (TRIM)

128. In addition to the stresses encountered in everyday life, soldiers, sailors and airmen are often called upon to undertake extremely hazardous duties, potentially exposing them to traumatic and life threatening situations, in which they risk both physical and mental injury. The building of mental resilience and any dealings in the aftermath of exposure to trauma should therefore be considered as an essential component of ‘military fitness’ and a core attribute in the Armed Forces
contribution to fighting power. The overt and clear ownership of the CoC in this process is an extremely important and vital factor.

129. Additionally, an employer is under a legal and moral obligation to take reasonable care to ensure that its employees do not suffer injury at work. An employer will be liable where it breaches this duty of care and an employee suffers a reasonably foreseeable injury as a result. The existence of this duty poses liability issues for the MOD; although the nature and extent of work within the Armed Forces can vary widely, certain roles are physically and emotionally demanding and can expose individuals to situations that increase their general risk of vulnerability to psychological harm. The MOD will generally be liable to the risk of successful claims in negligence unless it can demonstrate that the CoC has taken reasonable remedial steps to avoid an employee sustaining psychological harm.

130. TRiM is one such CoC function that formalises good leadership and personnel policy practise in the aftermath of exposure to trauma and should be considered in response to an APCM activation. TRiM provides an organisational approach to the management of personnel in the wake of traumatic events; used correctly, it can ensure that the normal psychological adjustment phase is recognised as normal by those involved, as well as assisting those experiencing a more severe reaction to be identified and signposted to additional support. The overall intent is to hone mental resilience and reduce the incidence of chronic psychological or psychiatric adjustment disorders. This intent is achieved through the early identification of the signs and symptoms of traumatic stress; TRiM is not, in itself, a treatment for stress.

131. The TRiM process is conducted by specially trained practitioners and leaders, drawn from across the ranks, and is ideally delivered on a peer group, rather than a clinical basis. The intention is to help individuals use their own coping mechanisms in order to keep operationally effective and to record, track, monitor and support those involved, directly or indirectly, in a traumatic incident. TRiM is not a substitute for effective stress management, or for clinical intervention where that is appropriate.

132. A representative from the MilAAIB and or SI Panel should be present at any unit post-crash TRiM meetings.

ROYAL AIR FORCE REGIONAL LIAISON OFFICER (RAFRLO)

133. The RAFRLO, a RAF Wing Commander (OF4), liaises with the civilian emergency services and local authorities to provide a conduit between the military, civilian agencies and other government departments as required. There are 9 RAFRLOs in the UK whose regions are depicted in the map at Annex A and their contact details are at Annex C.

DRUG AND ALCOHOL TESTING IN SAFETY CRITICAL DUTIES

134. Powers to test personnel undertaking safety-critical duties for drug and alcohol are detailed in 2013DIN01-212 and replaced Post Incident Drug and Alcohol Testing (PIDAT) from 1 Nov 13. The Commanding Officer is responsible for deciding whether an individual is required to cooperate with the Service Police for a preliminary alcohol or drugs test, having taken account of the circumstances of the case and if he has reasonable cause to believe that:

a. the person is over the alcohol limit for the prescribed safety-critical duty he is performing, or might reasonably be expected to perform; or

b. the person is unfit to be entrusted with his duty or any duty which he might be reasonably expected to be called upon to perform, where the duty is a safety critical duty and his ability to perform the duty is impaired due to the influence of alcohol or drugs.

135. This reasonable cause should be based on fact, not supposition, with care being taken not to form an opinion of a person’s state on the basis of speculation or reputation. Reasonable cause will include credible evidence sufficient to found a belief that an offence either has been, or is in the process of being committed. The cause to believe does not have to be based entirely on first hand information. A second hand report that the offender had, for example, been seen drinking alcohol at a particular time may give reasonable cause for belief.
Chapter 2 Annexes

A. MOD Units with APCM Responsibilities and RAFRLO Boundaries.
B. Typical Sequence of Events Following Aircraft Accident.
C. Contact details for RAFRLOs.
Chapter 2 Annex A: MOD Units with APCM Responsibilities and RAFRLO Boundaries.

MOD Units will provide an Incident Officer and Guard Force as detailed below:

Units Allocated a Lead APCM Responsibility
Aldergrove Flying Station
RAF Boulmer
RAF Brize Norton
RAF Coningsby
RAF Cosford
RNAS Culdrose
RAF Leeming
RAF Lossiemouth
RAF Marham
RAF Northolt
RAF Odiham
RAF Valley
RAF Waddington
Wattisham
RAF Wittering
RNAS Yeovilton

Units with On-Station APCM Responsibilities Only
Units with ‘on-base’ responsibility will respond to any military aircraft accident (or other aircraft as required) on base and within 5 miles of the perimeter of that base. Where an associated Relief Landing Ground (RLG) is outside the 5 miles radius, the MOB also has responsibility for APCM within the perimeter of that RLG as detailed below.
RAF Benson
MOD Boscombe Down
RAF Cranwell (including RLGs at Barkston Heath, Syerston and Scampton)
RAF Linton-on-Ouse (including RLGs at Church Fenton and Topcliffe)
Dishforth (on-site APCM Responsibility Only)
RAF Leuchars (on-site APCM Responsibility Only)
Middle Wallop
RAF Shawbury (including RLGs at Ternhill and Chetwynd)
MOD St Athan (on-site APCM Responsibility Only)
MOD Aberporth (on-site APCM Responsibility Only)
MOD Hebrides (on-site APCM Responsibility Only)

Units With No APCM Responsibility - All other small/non-flying stations.
UNITED KINGDOM RAFFLO BOUNDARIES AND APCM AREAS OF RESPONSIBILITY

Figure 1
## Chapter 2 Annex B: Typical APCM Sequence in the UK

<table>
<thead>
<tr>
<th>Event (a)</th>
<th>Remarks (b)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Crashes.</td>
<td></td>
</tr>
<tr>
<td>Loss Notified.</td>
<td>MRT activated.</td>
</tr>
<tr>
<td>DCDSDO initiate APCM measures.</td>
<td>APCM callout of ARO, MilAAIB, EOD and other responding agencies initiated iaw DCDSDO’s SOP201</td>
</tr>
<tr>
<td>Police and rescue services arrive at site and rescue personnel and / or search for bodies. SAR may assist.</td>
<td>Police take control of site. If crash is fatal, Police will retain control until Coroner or Procurator Fiscal has authorised the recovery of all fatalities. EOD, RAFCAM / INM provide safety advice.</td>
</tr>
<tr>
<td>MRT locate crash site and provide initial guard and communications link.</td>
<td>Accurate position, weather and communications conditions passed to ARCC.</td>
</tr>
<tr>
<td>APCMIO and guard force arrive.</td>
<td>APCMIO is subordinate to Police but is the MOD representative responsible for the accident site.</td>
</tr>
<tr>
<td>ARO arrives.</td>
<td>Provides advice to APCMIO on hazards at accident site. Cordon around accident is adjusted accordingly with advice from EOD, HEPO/EHO.</td>
</tr>
<tr>
<td>MilAAIB Arrive</td>
<td>For all civilian registered aircraft AAIB will lead the investigation.</td>
</tr>
<tr>
<td>AAIB Arrive</td>
<td>For all civilian registered aircraft AAIB will lead the investigation.</td>
</tr>
<tr>
<td>90SU (TCW) arrive (if tasked). ARO calls forward JARTS support as required. Guard commitment handed over from MRT to guard force.</td>
<td>Communications net established. Takes place in daytime in the presence of the ARO.</td>
</tr>
<tr>
<td>HEPO/EHO and EOD arrives.</td>
<td>Provides detailed analysis of hazard and advises ARO, MilAAIB &amp; APCMIO of findings.</td>
</tr>
<tr>
<td>ARO maps crash site.</td>
<td>ARO plans removal of wreckage. Initiates helicopter tasking, if required.</td>
</tr>
<tr>
<td>DCDSDO hands over C2 to Convening Authority.</td>
<td>Signal to include full SITREP actions taken by DCDSDO</td>
</tr>
<tr>
<td>SI arrives and inspects accident site with MilAAIB.</td>
<td>AAIB may be in attendance with MilAAIB.</td>
</tr>
<tr>
<td>DIO attends accident.</td>
<td>In liaison with the APCMIO and the ARO, the measures to recover the land to the original condition are agreed.</td>
</tr>
<tr>
<td>SI releases wreckage. Wreckage and hazardous material removed by JARTS</td>
<td>MilAAIB to advise ARO of wreckage destination.</td>
</tr>
<tr>
<td>90SU (TCW) if deployed depart (unless MOD presence being retained at site).</td>
<td></td>
</tr>
</tbody>
</table>
APCMIO determines whether crash site is a continuing hazard to the public. (Advised by ARO & HEPO / EHO).

JARTS and MilAAIB depart.

DIO & contractors make good the crash site.

Site clearance meeting held and Site Clearance Certificate signed.

If the crash site is a hazard, either the guard force remains or the hazard is barricaded off and warning signs are positioned.

Only after Site Clearance Certificate is signed is the APCMIO relieved of his responsibilities for the site.
Chapter 2 Annex C: Contact details for RAFRLOs

RAFRLO Scotland
Mob 07833 912924
Email: Air-Ops-A5RAFRLOScotland@mod.uk

RAFRLO North
Mob: 07801 900780
Email: Air-Ops-A5RAFRLONorth@mod.uk

RAFRLO East Midlands
Mob: 07979 537682
Email: Air-Op-A5RAFRLOEMids@mod.uk

RAFRLO East of England
Mob: 07767 663359
Email: Air-Ops-A5RAFRLOEEngland@mod.uk

RAFRLO London & South East
Mob: 07770 721494
Email: Air-Ops-A5RAFRLOLondonandSE@mod.uk

RAFRLO South West
Mob: 07796 568380
Email: Air-Ops-A5RAFRLOSouthWest@mod.uk

RAFRLO West Midlands
Mob: 07771 730553
Email: Air-Ops-A5RAFRLOWMids@mod.uk

RAFRLO Wales
Mob: 07802 348513
Email: Air-Ops-A5RAFRLOWales@mod.uk

RAFRLO NI
Mob: 07753 976001
Email: Air-Ops-A5RAFRLOINi@mod.uk
Chapter 3: Available on the MAA Defence Intranet website only
Intentionally Blank for Print Pagination
Chapter 4:  Available on the MAA Defence Intranet website only
Intentionally blank for print pagination.