

**NPA/24/18**

**Title of Proposal:** Aircraft Post Crash and Incident Management and Significant Occurrence Management.

**RA(s) or Manual Chapter(s):** RA 1430

**Organizations and / or business sectors affected:** Whole Regulated Community

**RFC Serial No:** MAA/RFC/2022/051, 2022/099, 2022/161, 2023/001, 2024/011, 2024/046.

*MAA Author*

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N/A	N/A	N/A	Choose an item.

**Cross-references to Other Documents or Relevant Sources**

**Other MRP Amendments:** Manual of Aircraft Post Crash and Incident Management, and associated Aide Memoire.

**Service Inquiry Recommendations:** N/A

**AAIB Recommendations:** N/A

**Other Investigation Recommendations:** N/A

**Any Other Document:** N/A

**Feedback Notes for the Regulated Community**

The Regulated Community are invited to offer feedback about the proposed amendment in the following areas:

- Air or Flight Safety impact
- Operational impact
- Errors or omissions
- Timescale for implementation
- Cost of implementation
- Amendment to internal processes/orders

- Resourcing the outcome of change
- (Contract amendments because of the change)

The format for feedback is available within a single Excel Template file on both internal and external MAA websites; it is important to use this format to ensure that your responses are considered and answered correctly.

**Summary of Proposed Amendment**

**Objective:** To ensure RA 1430 remains valid and up-to-date with current MoD aviation terminology and policy.

**Changes made:** RA 1430 has been amended to incorporate RFC's and the change to Quinquennial reviews.

**Impact Assessment:** Minimal

**Consultation Period Ends:** 29 May 2024

The consultation period for this proposed amendment ends on the stated date. Please send your feedback, using the Response Form, via email to [DSA-MAA-MRPEnquiries@mod.gov.uk](mailto:DSA-MAA-MRPEnquiries@mod.gov.uk)

*MAA Approval*

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## RA 1430 - Aircraft Post Crash **▶ and Incident ◀** Management and Significant Occurrence Management

### Rationale

There is a requirement for Aviation Duty Holders (ADH), Heads of Establishment (HoE) and Accountable Managers (Military Flying) (AM(MF)) to ensure that Aircraft<sup>1</sup> Post Crash **▶ and Incident ◀** Management (**▶ APCIM ◀**) and Significant Occurrence Management is carried out following an Accident, Incident or Significant Occurrence<sup>2</sup>. The management measures and procedures that are required to be in place include correct reporting, preservation of evidence, Health and Safety precaution, **▶ Environmental Incident Management, ◀** appropriate corporate communications, and where required, activities to restore the Accident / Incident site to a satisfactory condition. If **▶ APCIM ◀** is inadequately prepared for, the handling of Accidents, Incidents and / or Significant Occurrences could be compromised, which could impact the ability of organizations to conduct Aircraft Post Crash investigations. This RA ensures ADHs, HoEs and AM(MF)s are suitably prepared for **▶ APCIM ◀**. For the avoidance of doubt, **▶ APCIM ◀** does not encompass activation of emergency services or Accident / Incident investigation.

### Contents

**1430(1): Aviation Duty Holders and Heads of Establishment**  
**1430(2): Accountable Managers (Military Flying)**

### Regulation 1430(1)

#### Aviation Duty Holders and Heads of Establishment

1430(1) ADHs and HoEs<sup>3</sup> **shall** ensure that there are appropriate **▶ APCIM ◀** plans and capabilities in place in the event of an Air System Accident, Incident or Significant Occurrence.

### Acceptable Means of Compliance 1430(1)

#### Aviation Duty Holders and Heads of Establishment

1. ADHs and HoEs **should** produce and maintain standalone orders and procedures to be used for **▶ APCIM ◀** and Significant Occurrences which **should**:
  - a. Detail, as a minimum, the following:
    - (1) Reporting procedures.
    - (2) Health and Safety precautions.
    - (3) **▶ Environmental Protection precautions<sup>4</sup> ◀**
    - (4) Actions to ensure the preservation of evidence.
    - (5) Corporate communications procedures.
    - (6) Unit **▶ APCIM ◀** individual roles and responsibilities, along with resources available.
  - b. Provide specific instructions regarding the handling and procedures for the preservation and isolation of electronic and digital data post Accident, Incident or Significant Occurrence, in order that the data is not lost or compromised.
  - c. Be reviewed on the following occasions:
    - (1) At least annually.
    - (2) In the event of an Air System Accident, Incident or Significant Occurrence.
    - (3) A major change to the scope of Air System operations.
  - d. Be readily available and auditable.

<sup>1</sup> The term 'Aircraft' within the context of the acronym **▶ 'APCIM' ◀** also refers to an Air System.

<sup>2</sup> An occurrence involving circumstances indicating that there was a high probability of an Accident and associated with the operation of an Air System. The difference between an Accident and a Significant Occurrence lies only in the result.

<sup>3</sup> Commanding Officers of aviation capable His Majesty (HM) and Royal Fleet Auxiliary (RFA) ships are to be regarded as HoEs for the purposes of this Regulation.

<sup>4</sup> **▶ MOD Aircraft Crash Hazards (ACHaz) Document Set. ◀**

**Acceptable Means of Compliance 1430(1)**

2. **▶APCIM◀** plans **should** ensure:
  - a. The provision and availability of Suitably Qualified and Experienced Persons (SQEP) **▶APCIM Officers (APCIMO)<sup>10</sup>◀** ranked OF3 and above. Exceptionally, ADHs and HoEs can authorize SQEP OF **▶1 / 2, WO and RN OR7 / 8 (deployed onboard or overseas)◀** to act as **▶APCIMO and that the use of named SQEP OF1 / 2, WOs and RN OR7 / 8 be recorded in an appropriate Safety Risk Register<sup>5</sup>.◀**
  - b. That appropriate capabilities to cover Air System operations exist at permanent UK operating locations, on HM and RFA ships, and overseas deployed operating locations.
  - c. MOD units and Defence Contractor Flying Organizations (DCFOs) with an **▶APCIM◀** responsibility<sup>6</sup> complete a live exercise with civil emergency service representation every 2 years, with multi-agency table-top exercises in the intervening years<sup>7</sup>.
  - d. That live and table-top exercises include consideration of the full response required, and for live exercises the inspection and deployment of the unit's **▶APCIM◀** Support Equipment.
  - e. The Defence Accident Investigation Branch (DAIB)<sup>8</sup> is advised of exercise dates.
  - f. Exercise reports are submitted to the DAIB detailing lessons identified and / or learnt and confirming the suitability and serviceability of **▶APCIM◀** Support Equipment.
  - g. That in the event of unusual aerial activity (eg unit air display) or if circumstances dictate, additional **▶APCIM◀** training or exercises are carried out.
  - h. That appropriate Eng Tech (Weapons), ATO or Qualified Maintainer (RN) personnel are rostered and that they are available to provide specialist guidance to Explosive Ordnance Disposal (EOD) operators.

**Guidance Material 1430(1)**

**Aviation Duty Holders and Heads of Establishment**

3. Guidance on the capabilities required to conduct **▶APCIM◀** and the content of **▶APCIM◀** plans can be found within the MAA **▶MAPCIM.◀** Guidance on Significant Occurrence Management can be found within the MAA **▶MAPCIM◀** and RA 1410(1)<sup>9</sup>.
4. Elements of **▶APCIM◀** activity or a full **▶APCIM◀** response may be required in response to a Significant Occurrence or serious Incident<sup>10</sup>, regardless of whether or not an Air System Accident / Incident has occurred.
5. Advice on **▶APCIM◀** training can be sought from the DAIB and details of the **▶APCIMO◀** Course can be found in RA 1440<sup>11</sup> and on the MAA website<sup>12</sup>.
6. Unit specific training (including familiarisation with unit **▶APCIM◀** plans and equipment) is required biennially in addition to the **▶APCIMO◀** Course<sup>▶11.◀</sup>
7. **▶Upon request, Air System Delivery Teams will supply the DAIB with completed Hazards Data Sheets (from the MOD Aircraft Crash Hazards (ACHaz) Document Set).◀**

<sup>5</sup> Only those authorized by the ADH and HoE **should** attend the **▶APCIMO◀** course.

<sup>6</sup> The Manual of Aircraft Post Crash **▶and Incident◀** Management (**▶MAPCIM◀**) Chapter 2 Annex A details **▶APCIM◀** responsibilities.

<sup>7</sup> In the event a unit responds to an Accident, Incident or Significant Occurrence with a full **▶APCIM◀** response (utilizing all aspects of the **▶APCIM◀** response that would be tested in an exercise), it will be considered to have fulfilled the live ex requirement. The 2 yearly exercise requirement will reset to align with the date of the Accident, Incident or Significant Occurrence.

<sup>8</sup> [DSA-DAIB-Air-Mailbox@mod.gov.uk](mailto:DSA-DAIB-Air-Mailbox@mod.gov.uk).

<sup>9</sup> Refer to RA 1410(1): Occurrence Reporting and Management.

<sup>10</sup> Definition of Serious Incident, ICAO Annex 13 Ch 1 Pg 1-3.

<sup>11</sup> **▶Refer to RA 1440 – Air Safety Training.◀**

<sup>12</sup> [www.gov.uk/maa](http://www.gov.uk/maa).

**Regulation  
1430(2)**

**Accountable Managers (Military Flying)**

1430(2) AM(MF)s **shall** ensure that there are appropriate ►APCIM◀ plans and capabilities in place in the event of a UK Military Registered Air System Accident, Incident or Significant Occurrence.

**Acceptable  
Means of  
Compliance  
1430(2)**

**Accountable Managers (Military Flying)**

8. AM(MF)s **should** produce and maintain standalone documents and procedures which are to be used for ►APCIM◀ and Significant Occurrences which **should**:

- a. Detail as a minimum, the following:
  - (1) Actions to be carried out in the event of an Accident, Incident or Significant Occurrence involving a UK Military Registered Air System, including actions to assist military ►APCIM◀ activity.
  - (2) Reporting procedures
  - (3) Health and Safety precautions.
  - (4) Actions to ensure the preservation of evidence.
  - (5) Corporate communications procedures.
- b. Provide specific instructions regarding the handling and procedures for the preservation and isolation of electronic and digital data post Accident, Incident or Significant Occurrence, in order that the data is not lost or compromised.
- c. Contain contact details of the relevant RAF Regional Liaison Officer (RAFRLO)<sup>13</sup> and details of the lead regional ►APCIM◀ unit.
- d. Be reviewed on the following occasions:
  - (1) At least annually.
  - (2) In the event of an Accident, Incident or Significant Occurrence involving a UK Military Registered Air System.
  - (3) A major change to the DCFO's scope of UK Military Registered Air System operations.
- e. Be readily available and auditable.

9. ►APCIM◀ plans **should** ensure:

- a. That appropriate capabilities to cover UK Military Registered Air System operations exist at permanent UK operating locations, on HM and RFA ships, and overseas deployed operating locations.
- b. Organizations with an ►APCIM◀ responsibility<sup>6</sup> complete a live exercise with civil emergency service representation every 2 years, with multi-agency table-top exercises in the intervening years<sup>7</sup>.
- c. That live and table-top exercises include consideration of the full nature of the DCFO's scope of UK Military Registered Air System operations.
- d. The DAIB is advised of exercise dates and exercise reports are submitted to the DAIB detailing lessons identified and / or learnt<sup>8</sup>.
- e. That in the event of unusual aerial activity (eg air display) or if circumstances dictate, additional ►APCIM◀ training and / or exercises are carried out.
- f. That appropriate platform-specific engineering personnel are rostered and that they are available to provide specialist guidance to EOD operators.

<sup>13</sup> Contact details of the RAFRLO that covers a particular region can be obtained by contacting the following group email: [Air-RAFRLOs@mod.gov.uk](mailto:Air-RAFRLOs@mod.gov.uk).

**Acceptable  
Means of  
Compliance  
1430(2)**

10. AM(MF)s **should** nominate SQEP personnel within the DCFO that will have lead responsibilities for ►APCIM◄ in the event of an Accident, Incident or Significant Occurrence involving a UK Military Registered Air System. Nominated personnel **should** be readily available throughout UK Military Registered Air System operations and have the ►APCIM◄ responsibility detailed within their post specification and responsibilities.

11. In order to facilitate ►APCIM◄ training and support the development of organizational ►APCIM◄ plans, AM(MF)s **should** apply for places on the ►APCIMO◄ Course for their personnel who have lead responsibilities for ►APCIM◄; information on the process for applying for places on this Course can be accessed through RA 1440<sup>11</sup> and the MAA website<sup>12</sup>.

**Guidance  
Material  
1430(2)****Accountable Managers (Military Flying)**

12. Guidance on the capabilities required to conduct ►APCIM◄ and the content of ►APCIM◄ plans can be found within the MAA ►MAPCIM◄. Guidance on Significant Occurrence Management can be found within the MAA ►MAPCIM◄ and RA 1410(1)<sup>9</sup>. AM(MF)s are encouraged to regularly engage with their RAFRLO in order to benefit from ►APCIM◄ expertise and gain awareness of upcoming ►APCIM◄ events in their area.

13. Elements of ►APCIM◄ activity or a full ►APCIM◄ response may be required in response to a Significant Occurrence or serious Incident<sup>10</sup>, regardless of whether or not an Air System Accident / Incident has occurred.

14. Advice on ►APCIM◄ training can be sought from the DAIB and details of the ►APCIMIO◄ Course<sup>11</sup> and on the MAA website<sup>12</sup>.

15. Organization specific training (including familiarisation with unit ►APCIM◄ plans and equipment) are required biennially in addition to the ►APCIMO◄ Course<sup>11</sup>.

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