

NPA/24/20

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Cross-references to Other Documents or Relevant Sources

Other MRP Amendments: RA 1430 and APCIM Aide Memoire

Service Inquiry Recommendations: N/A

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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 the MAPCIM remains valid and up-to-date with current MoD aviation terminology and policy.

Changes made: The MAPCIM 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

MAA Approval

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Defence
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Manual of Aircraft Post Crash ► and
Incident ◀ Management
► (MAPCIM) ◀

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FOREWORD

▶ Aviation Duty Holders (ADHs), Heads of Establishment (HoEs) and Accountable Managers (Military Flying) (AM(MF)) have a responsibility to ensure that Aircraft Post Crash and Incident Management (APCIM) and Significant Occurrence Management is carried out following an Accident, Incident or Significant Occurrence. The management measures and procedures that are required to be in place include correct reporting, preservation of evidence, Health and Safety precautions, appropriate corporate communications and any activities required to restore the Accident / Incident site to a satisfactory condition. For the avoidance of doubt, APCIM does not encompass either the activation of emergency services or Accident investigation.

This Manual of Aircraft Post Crash and Incident Management is provided as guidance on the application of RA 1430 (Aircraft Post Crash and Incident Management and Significant Occurrence Management) and RA 1410 (Occurrence Reporting and Management) to facilitate an appropriate response following an Accident, Incident or Significant Occurrence.

No publication can be a complete “how-to” guide and, while this Manual presents a wealth of guidance, advice and references that can be utilized to ensure that APCIM responsibilities are appropriately fulfilled, it is by no means an exhaustive guide to all that may be required. Every Accident / Incident will be different and levels of response from the APCIM organizations may differ. It however provides enough information, when considered alongside RA 1430 and RA 1410.

N Bishop
Group Captain
Head Defence Accident Investigation Branch ◀

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GLOSSARY

RN INM	Royal Navy Institute of Naval Medicine
3 MCS	No 3 Mobile Catering Squadron
90SU	90 Signals Unit
AAES	Aircraft Assisted Escape Systems
AAIB	Air Accident Investigation Branch
▶ADH	Aviation Duty Holder ◀
ADR	Aircraft Data Recorder
AEF	Air Experience Flight
AES	Armaments and Explosives Search
▶AIHF	Air Incident Human Factors ◀
AM(MF)	Accountable Manager (Military Flying)
▶▶	▶▶
▶APCIM◀	Aircraft Post-Crash ▶and Incident◀ Management
▶APCIMO◀	Aircraft Post-Crash ▶and Incident◀ Management ▶◀ Officer
ARCC	Aeronautical Rescue Co-ordination Centre
ARO	Aircraft Recovery Officer
ASIMS	Air Systems Information Management Systems
▶AWIST	Air WOME Incident Support Team ◀
BD	Bomb Disposal
CC	Corporate Comms
CES	Civilian Emergency Services
CivPol	Civil Police
CTG	Commander Task Group
CVR	Cockpit Voice Recorder
DAIB	Defence Accident Investigation Branch
DCDSDO	Deputy Chief of Defence Staff Duty Officer
DDC	Directorate of Defence Comms
DE&S	Defence Equipment & Support
DfT	Department for Transport
DG	Director General
DGPS	Differential Global Positioning System
DIO	Defence Infrastructure Organisation
DNEO	Defence Nuclear Emergency Organisation
DNM	Defence Nuclear Material
DSA	Defence Safety Authority
ECC	Emergency Control Cell
EHO	Environmental Health Officer
EOC	Emergency Operations Centre
EOD	Explosive Ordnance Disposal
EPC	Electronic Purchase Card
FLAP	Fuels, Lubricants and Associated Products
HAZMAT	Hazardous Material
HEPO	Hazardous Material and Environmental Protection Officer
HN	Host Nation
HO / TO	Handover / Takeover
ICAO	International Civil Aviation Organisation
ICC	Incident Command Cell
ICP	Incident Control Post / Point
JARTS	Joint Aircraft Recovery and Transportation Squadron
JESIP	Joint Emergency Services Interoperability Principles
▶JSEODOC	Joint Service EOD Operations Centre ◀
MAA	Military Aviation Authority
MACA	Military Aid to Civil Authority
MOB	Main Operating Base
MOD	Ministry of Defence
MRS	Mountain Rescue Service

MT	Mechanised Transport
NIGSF	Northern Ireland Garrison Security Force
NMOC	National Marine Ops Centre
NOTAM	Notice to ▶ Aviation ◀
NSN	NATO Standard Number
OPCOM	Operational Command
POC	Point of Contact
PPE	Personal Protective Equipment
RA	Regulatory Article
RAF CAM	Royal Air Force Centre of ▶ Aerospace ◀ Medicine
RAFRLO	Royal Air Force Regional Liaison Officer
RE	Royal Engineers
RPAS	Remotely Piloted Air Systems
SALMO	Salvage and Marine Operations
SAR	Search and Rescue
SFSO	Station Flight Safety Officer
SI	Service Inquiry
SNCO	Senior Non-Commissioned Officer
SOFA	Status of Forces Agreement
sS	single Service
SST	Special Safety Team (Nuclear)
TCW	Tactical Comms Wing
TORs	Terms of Reference
TRiM	Trauma Risk Management
UAS	University Air Squadron
USAFE	United States Air Force in Europe
USVF	United States Visiting Forces
▶ WBGT	Wet Bulb Globe Temperature
WOME	Weapons Ordnance Munitions and Explosives ◀

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Introduction

1. **Definition and Introduction.** ▶APCIM◀ is defined as those activities carried out following an Accident / Incident which encompass:

- a. Health and Safety precautions in accordance with (iaw) the Health and Safety at Work etc Act 1974 (HASAWA).
- b. Preservation of evidence.
- c. Corporate Communications.
- d. Those activities undertaken to restore any Accident / Incident site to a satisfactory condition.

2. ▶APCIM◀ does not encompass either activation of emergency services (emergency response) or Accident investigation. This introduction details when the procedures contained within this Manual will be applied and does not absolve any person from using their 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.

3. **Applicability.** ADHs, HoEs, AM(MF), and Ship Duty Holders (Ship DHs) all have a responsibility to ensure that ▶APCIM◀ procedures are adequate and appropriate and ▶need to◀ ensure that they have appropriate plans and capabilities in place to remain compliant with RA 1430¹. Where units do not have a direct ▶APCIM◀ responsibility – whether a military flying unit or Defence Contractor Flying Organization - they ▶need to◀ have an Incident Plan to cope with the immediate response and to indicate within whose Area of Responsibility (AoR) they fall, and which unit will provide an ▶APCIM◀ response.

4. Where this Manual refers to 'Aircraft', this will be taken as including both manned Air Systems and Remotely Piloted Air Systems (RPAS) – Specific S2 sub-category and Certified Category². Where reference is made to ▶APCIM◀ responsibilities for Military Aircraft, this will be taken to include responsibility for Defence Equipment and Support (DE&S) Aircraft on the military Aircraft register, MOD contracted civilian registered Aircraft and foreign military Aircraft operating in the UK.

5. **Aircraft Occurrences.** Whenever there has been a significant military Aircraft Occurrence the provisions of this Manual will be applied along with the notification requirements iaw RA 1410³. 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 3⁴, also see 'DOWNBIRD' in Chapter 2), the unit responsible may elect to recover the Aircraft itself⁵, although the Occurrence still need to be reported through the usual Flight Safety channels and the Unit will follow the principles within this Manual. If a unit has any doubts as to the severity of the Accident / Incident or its ability to complete an Aircraft recovery task, an appropriate ▶APCIM◀ response will be actioned and the assistance of the Joint Aircraft Recovery and Transportation Squadron (JARTS) will be sought through the appropriate engineering channels.

6. If an Aircraft Accident / Incident involves nuclear weapons or materials, the Defence Nuclear Emergency Organization (DNEO) assumes initial command of the Accident / Incident; ▶APCIM◀ activities will commence in liaison with DNEO and the Aircraft Post-Crash ▶and Incident◀ Management ▶◀ Officer (▶APCIMO◀) from the ▶APCIM◀ responding unit may be

¹ Refer to RA 1430 – Aircraft Post Crash ▶and Incident◀ Management and Significant Occurrence Management.

² Refer to RA 1600 series – Remotely Piloted Air Systems.

³ Refer to RA 1410 – Occurrence Reporting and Management.

⁴ Refer to RA 4815 – Maintenance Procedures and Safety and Quality Policy (MRP 145.A.65).

⁵ ▶In the maritime environment, RPAS category 1-5 incidents can be recovered by the unit where there is a real Risk that the RPAS would sink and be lost, rather than to try to secure and preserve any floating debris before this occurs. Procedures for this will need to be agreed with the DAIB in advance and laid out in local orders, with consideration given to specific systems (ie a unit with several S2 systems may elect to recover systems below a certain size, mass or risk and refer others for dedicated recovery). It is crucial that the act of securing wreckage will not disturb the wreckage any more than is absolutely necessary or unavoidable to achieve the aim of securing / preserving the wreckage. This may include simple netting or attaching a line to floating debris and leaving it in the water; any interference with the wreckage needs to be documented. All other RPAS occurrences cannot be recovered by the unit. ◀

called to support the DNEO Incident Commander at the scene and integrate with the DNEO response.

7. **Operational Exigencies.** There will be occasions, when the need to clear an operating surface (runway, major civilian road or flight deck) may outweigh the need to follow standard ▶ APCIM ◀ procedures. Such a decision will be made, when operational tempo permits, only after seeking advice from the Defence Accident Investigation Branch (DAIB). If wreckage needs to be moved, 3 factors apply:

- a. The original position of the wreckage ▶ needs to ◀ be recorded using the best possible means (such as aerial photograph or ground video recording).
- b. The removal of the Aircraft will be affected such that it causes minimal additional damage.
- c. It ▶ will ◀ be done in the safest manner possible to prevent injury to personnel.

8. ▶ APCIM ◀ in a Hostile Environment. The initial decisions concerning the condition of accessible crashed Aircraft rest with the local commander. Aircraft that are not recoverable may be denied and disposed of locally. Aircraft that are recoverable to the UK will be identified to the Permanent Joint Headquarters (PJHQ) through normal channels and JARTS may be tasked to assist. Further details for ▶ APCIM ◀ considerations outside of the UK can be found in Chapter 4 to this manual (Chapter 4 is available on DefNet ▶ ◀).

9. It ▶ will ◀ 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 personnel and the local population in the event of an Aircraft Occurrence on or near their own base. Local contingency plans will be made to cover this eventuality.

10. **Financial Provision.** Present financial rules preclude setting aside funds against the contingency of an Aircraft Accident / Incident except in the case of marine salvage. Therefore, if an organization or unit is called upon to provide support to an Accident / Incident site it will be financed from within its existing budget. Notwithstanding the lack of financial cover, management plans at all levels ▶ will ◀ acknowledge the task of ▶ APCIM ◀ and identify key activities that will have to be performed following a crash. Funds committed to ▶ APCIM ◀ 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.

11. **Embarked Operations.** Embarked ▶ APCIM ◀ is very dependent on the situation faced, be it a crash on deck, ditching, or an Accident / Incident ashore. As soon as lifesaving activity is complete, notification to the UK ▶ will ◀ take place and the 4 main principles of ▶ APCIM ◀ adhered to as far as practicable commensurate with other ship-borne Safety and emergency issues.

12. **Support Documents.** Information is also available in the ▶ APCIM ◀ Aide Memoire ▶ ◀ and the Military Aircraft Hazard (ACHaz) Document Set ▶ available on the MAA's DefNet site. ◀

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Chapter 1: The Aircraft Post Crash ▶and Incident◀ Management (▶APCIM◀) Task

Policy

1. Aircraft Accident / Incident sites will be managed to ensure that the following 4 principles of ▶APCIM◀ are achieved:
 - a. Health and Safety precautions are taken to protect the local population and those personnel at or near the Accident / Incident site.
 - b. The evidence is preserved for investigation.
 - c. No actions are taken which are detrimental to the good image and standing of the Armed Forces.
 - d. The Accident / Incident site is restored to a satisfactory condition as soon as practicable.

Principles of ▶APCIM◀

2. **Health and Safety Precautions.** The MOD has a duty of care to ensure that provisions of the HASAWA and Joint Service Publication (JSP) 375⁶ are adhered to. As such, a robust response ▶will◀ be delivered to protect the local population and personnel at or near the Accident / Incident site. This response ▶will◀ take account of the following:
 - a. **Aircraft-specific Hazards.** All Aircraft contain materials and components which may be hazardous to health, particularly when burnt as a result of a post-crash fire. All units with access to DefNet have access to the Military ACHaz document set which can be accessed from the MAA Regulatory Publications home page or through the Government sponsored website Resilience Direct. Hazards may also exist from explosive ordnance or components of Aircraft Assisted Escape Systems (AAES). Civilian Aircraft crashing on MOD property will be treated in the same manner. An Aircraft Recovery Officer (ARO) from JARTS will respond immediately to every military Aircraft Accident / Incident (whether on or off-base). On arrival, the ARO is responsible to the ▶APCIMO◀ for controlling in-cordon activity to ensure that any necessary safety precautions are taken. Furthermore, Royal Navy Institute of Naval Medicine RN INM and Royal Air Force Centre of Aviation Medicine (RAF CAM) will be able to provide further advice and guidance, including data on foreign military Aircraft, and are on call 24/7 to provide help and advice if required.
 - b. **Environmental Hazards.** Environmental Hazards and Safety issues emerging as a result of an Aircraft Accident / Incident ▶will◀ be dealt with as part of the ▶APCIM◀ response. Commanders ▶need to◀ also consider environmental Force Protection requirements for personnel deployed to an Accident / Incident site, which will range from climatic conditions, to environmental health issues and Real Life Support.
 - c. **Trauma Risk Management (TRiM).** Implementation of TRiM will need to be considered to reduce the impact of any lasting effects on those who witnessed the Accident / Incident or those involved at an Accident / Incident site once personnel have returned to their usual places of work. Consideration will be taken towards 'signposting' of available NHS support for non-military personnel.
3. **Preservation of Evidence**
 - a. Ideally, a cordon is set up as soon as the emergency services have completed their firefighting, rescue and any lifesaving activity. This cordon will initially be positioned to provide 400 m total evacuation with 800 m partial evacuation (personnel remaining the other side of buildings hills etc). On receipt of advice from RN INM / RAF CAM and Explosive Ordnance Disposal (EOD), this cordon distance may be altered.

⁶ Refer to JSP 375 Management of Health and Safety in Defence.

- b. This includes the preservation of perishable evidence, by use of (aerial) photography and other means of recording the original position of debris, wreckage, switches, personnel etc.
- c. Where evidence has to be removed prior to the arrival of DAIB (due to blocking highways or causing a hazard to personnel), DAIB ▶ need to ◀ be advised prior to its removal and its initial position recorded by whatever means possible.
4. **Corporate Comms.** This falls into 2 categories:
- a. Media. The guidelines to be followed when dealing with news media personnel are provided at Chapter 2 para 49 and Chapter 3 Annex O (Chapter 3 is only available on DefNet ▶ ◀).
- b. Interaction with members of the public affected by the crash because their homes have been affected or changes to traffic patterns affect their daily life including possibly access around their local area.
5. **Restoration of the Site.** Every effort will be made to ensure that the Accident / Incident site is restored to its original condition. JARTS will be responsible for the removal of the wreckage and any contaminated soil and Defence Infrastructure Organisation (DIO) are responsible for the subsequent actions required to restore the site. This may require some compensation which will be negotiated only through DIO. Incident Officers ▶ need to ◀ be wary of agreeing courses of action for any restorative site as they may commit the MOD to unnecessary expense.

Cross-Agency Command and Control

6. The Civilian Police (CivPol) have primacy at all Accident / Incident sites in the UK. However, once CivPol are content that the Accident / Incident site is not a scene of crime or the result of terrorism⁷, control will be passed to the MOD via the ▶ APCIMO. ◀ The ▶ APCIMO ◀ is the focal point of all MOD output on site and responsible for all activity outside the inner cordon. The DAIB is the lead organization in the event of an Accident or Significant Occurrence and has the authority to access any part of the Accident / Incident site, including inner cordon. They may also instruct the ▶ APCIMO ◀ on Accident / Incident site matters in the course of their duties. If the Accident / Incident involves a civilian registered Aircraft being operated by the MOD, then a Department for Transport Investigator from the Air Accidents Investigation Branch (AAIB) will also attend and be allowed similar unrestricted access to the Accident / Incident site; an AAIB Investigator may also be requested to assist a Service Inquiry (SI) team in the event of an MOD registered Aircraft Accident / Incident. An ARO will be provided to assist the ▶ APCIMO ◀ at all Accident / Incident sites and to control activities within the inner cordon.
7. In England, Wales and Northern Ireland, authority for movement of human remains rests with the Coroner and in Scotland with the Procurator Fiscal. Where fatalities have occurred ▶ in Scotland ◀, there ▶ will ◀ be no access to the Accident / Incident site inner cordon other than at the behest of the ▶ ◀ Procurator Fiscal.

Applicability

8. ▶ APCIM ◀ procedures will be applied to Accidents and serious Occurrences for:
- a. All UK military registered Air Systems, including Service Gliders and Specific S2 sub-category RPAS⁸.
- 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.

⁷ Which will enact a National Police and Security Service Response.

⁸ For RPAS being operated in the Open Category and Specific S1 sub-category, any ▶ APCIM ◀ requirements will need to be detailed in the Organizations Categorization Submission (RA 1600, Annex B) within the Emergency procedures section.

- f. 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.
- g. UK Military registered Aircraft operating overseas (whether permanently or on detachment) notwithstanding that some level of the ▶APCIM◀ processes may be carried out by the Host Nation.
- (1) Where more than 3 Aircraft are involved as part of a detachment, or fewer than 3 Aircraft but for a duration in excess of 7 days, then an ▶APCIM◀ trained person ▶will◀ be part of the detachment. If fewer than 3 Aircraft, or for duration less than 7 days, then the requirement for an ▶APCIMO◀ is not mandatory, but is still recommended.
 - (2) Where Aircraft deploy on an individual basis (typically large or multi-engine Aircraft), it may not be practical to mandate that an ▶APCIM◀ qualified individual is present, but it is still recommended where possible.

Aircraft Accident / Incident Reporting

9. All Aircraft Accident / Incident reporting will be carried out in accordance with the requirements of RA 1410³. If there is any doubt as to the level of reporting required it is advisable to inform the Deputy Chief of Defence Staff Duty Officer (DCDSO) and / or the DAIB.

Guarding and Cordon

10. **Requirement.** In order to preserve evidence and prevent unauthorized entry, a guard ▶will◀ be mounted at an Accident / Incident site involving any Aircraft with cordon sizes as detailed within this Manual, with the exception of Accident / Incidents in Northern Ireland. Additionally, a guard ▶will◀ be mounted at the Accident / Incident site of any other Aircraft that crashes on, or adjacent to, MOD property. The guard force will be deployed from the responding ▶APCIM◀ Unit. If the Unit be unable to provide the requisite number of guards a request will be sent via Gold Command and the Royal Air Force Regional Liaison Officers' (RAFRLO) to the HQ Air Command Duty Operations Centre (CDOC), and if necessary Standing Joint Command UK (SJC(UK)) could be involved on a case-by-case basis. SJC(UK) are able to request MOD Force Generation (FGen) personnel through single Service (sS) sources, a minimum of 48 hours' notice would be required.

11. The guard force ▶needs to◀ be sufficient to attempt to deter 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. Further cordon advice can be sought from RN INM for rotary wing Accidents / Incidents or the RAF CAM for fixed wing Accidents / Incidents, in order to keep the cordon as safe but minimal as possible.

12. **Responsibilities.** The initial responsibility for guarding a crashed Aircraft off-base rests with the Aircraft captain (if uninjured). They will be assisted in the first instance by the CivPol, who will retain primacy of the Accident / Incident site.

a. **Civilian Aircraft.** The MOD is not responsible for guarding crashed civilian 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 civilian Aircraft Accident / Incident site to meet that duty of care. The AAIB will be informed immediately of all civilian Aircraft crashes and serious Accident / Incidents via the AAIB Accident line⁹. If a Military Operated Civilian-Owned Aircraft crash occurs the usual ▶APCIM◀ principles of this manual apply.

b. **CivPol.** When a UK military Aircraft or MOD-sponsored visiting foreign military Aircraft crashes off base, CivPol will inform the DCDSO or National Maritime Operations Centre (NMOC). Initial guarding will be undertaken by CivPol but they ▶will◀ be relieved or supplemented by military personnel as soon as possible, and in any event, within 24 hours. Military guards have no statutory powers to detain or arrest, other than those of

⁹ AAIB Accident Line 01252 512299.

persuasion, it is advised that CivPol retain a presence, if appropriate to the circumstances. The cost of extended CivPol guarding may have to be financed by the MOD; therefore, authorization ▶ **needs to** ◀ be received through the gold / silver chain of command.

c. ▶ **National Security Act 2023 Power to designate a cordoned area to secure defence Aircraft.**

- (1) A constable may designate an area as a cordoned area.
- (2) A constable may designate an area under (1) above only if the constable considers it expedient to do so for the purposes of securing:
 - (a) An Aircraft, or a part of an Aircraft, used for military purposes or
 - (b) Equipment relating to such an Aircraft.

Powers of police in relation to a cordoned area:

- (3) A constable may order:
 - (a) A person not to do any of the following (whether in person or by electronic or remote means):
 - i. Enter, inspect, pass over or under, approach or be in the vicinity of a cordoned area, or
 - ii. Cause an uncrewed vehicle or device to enter, inspect, pass over or under, approach or be in the vicinity of a cordoned area;
 - (b) A person in a cordoned area (whether in person or by electronic or remote means) to leave it immediately;
 - (c) A person in an area adjacent to a cordoned area to leave the area immediately;
 - (d) The driver or person in charge of a vehicle or device (whether in person or by electronic or remote means) in a cordoned area to move the vehicle or device from the area immediately.
- (4) In referencing to inspecting a cordoned area includes taking or procuring the taking of photographs videos or other recordings.
- (5) A constable may arrange for:
 - (a) The removal of a vehicle or device from a cordoned area;
 - (b) The movement of a vehicle or device from a cordoned area. ◀

13. **Northern Ireland.** Where a crash occurs in Northern Ireland the Northern Ireland Garrison Security Force (NIGSF) 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, as well as on other Defence estate within Northern Ireland. Outside of this the Police Service of Northern Ireland will provide the guard force. ▶ **APCIMOs** ◀ and support staff that deploy outside of the perimeter of military establishments ▶ **will** ◀ not wear military issued clothing or carry equipment that can identify them as a member of the Armed Forces.

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 ▶ **will** ◀ attempt to obtain permission from the owner or occupier. In an emergency (such as to effect a crew rescue), or when it is impracticable to obtain permission beforehand, the ▶ **APCIMO** ◀ 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. Compensation may be payable for any damage caused; therefore, entry and any other acts on the land ▶ **need to** ◀ be carried out in a manner that causes the minimum damage. Any additional damage caused to property during ▶ **APCIM** ◀ activity needs to be photographed and recorded for onwards submission to the DIO.

Embarked Operations

15. All embarked Aircraft will be managed under ▶APCIM◀ procedures using organic ship facilities, technical expertise and workforce support from embarked squadron / flight personnel for initial actions. Ship Commanding Officers will take whatever action is necessary to manage such Accident / Incident and, if the operational situation so requires, may authorize embarked technical staff to enter an Accident / Incident site to photograph and record evidence prior to moving the wreckage. If at all practicable, interference with wreckage ▶will◀ be avoided, unless needed to render 'safe' undamaged ordnance or if the Safety of others is compromised.

16. Aircraft involved in Accidents / Incident on land whilst on embarked operations will be dealt with under arrangements determined by the ADH, AM(MF), Ship DH and Aircraft Commander, and are subject to the appropriate Regulations and the principles of this Manual. Responsibility for ▶APCIM◀ of such Aircraft will rest with the ▶ADH / AM(MF)◀ concerned but also need to be reported iaw RA 1410. However, initial in-theatre ▶APCIM◀ 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, ▶ADH / AM(MF)◀ will formulate contingency plans for in-theatre support and wreckage recovery. Further information regarding embarked ▶APCIM◀ can be found in BRd766¹⁰.

Rotary Wing 'Downbird' Events

17. Rotary Wing Aviation may experience an Accident / Incident that requires them to activate a 'DOWNBIRD' event. As such, the Accident / Incident will often find the Air System in a location away from a routine operating location and requiring servicing and support activity. It is recommended that if any of the 4 key tasks of ▶APCIM◀ are met, then an ▶APCIM◀ response is initially generated via the DCDSDO and de-escalated as appropriate.

Next Generation Aircraft

18. Next Generation Aircraft such as the F-35 will require specialist handling from a security perspective. On notification of the Aircraft classification, CivPol may provide an enhanced response, which could include an armed response. The MOD can request the police, through the Home Office, implement a Prohibitive Place under the Official Secrets Act giving them enhanced powers over the site. The DCDSDO will notify a Government Special Access Programme Security Officer (GSSO). A member of the GSSO team will attend the site to provide specialist security advice.

19. In collaboration with the GSSO and DAIB, the ▶APCIMO◀ will need to consider whether any component parts require covering from a security perspective.

▶APCIM◀ Report

20. On completion of on-site ▶APCIM◀ activity, the ▶APCIMO◀ will provide a Report. Reports will be distributed to DSA-DAIB-Air-Mailbox@mod.gov.uk for onward dissemination to DAIB and the SI and will then, where possible, be uploaded to the Air Safety Information Management System (ASIMS) on completion of the SI process.

21. The ▶APCIMO◀ Report will take the following format:

- a. Deployment.
- b. Preservation of Evidence.
- c. Health and Safety.
- d. Corporate Comms.
- e. Site Restoration.
- f. Lessons Identified / Learned.

¹⁰ Refer to BRd766 - Embarked Aviation Orders, which is available on DefNet ▶◀.

22. This ▶APCIM◀ report will form part of the SI; the ▶APCIM◀ processes will be examined as part of the SI Terms of References.

Note: Further guidance on the report may be sought from DAIB SO2 ▶APCIM.◀

DRAFT FOR NPA

Chapter 2: The MOD Accident / Incident Response

Policy

1. The DSA is responsible for the formulation of MOD ▶APCIM◀ Policy iaw the guidance outlined below.

Staff Responsibilities

2. **The DSA** is responsible for:
 - a. MOD ▶APCIM◀ Policy, managed through the ▶APCIM◀ Steering Group.
 - b. Sponsorship of ▶APCIM◀ training Courses and Briefings.
 - c. Co-ordinating and staffing all amendments to this Manual.
 - d. Generating and maintaining a document set of the post-Accident / Incident Hazards associated with all Aircraft registered or operated by the MOD.

These responsibilities will be exercised at working level by DAIB SO2 ▶APCIM.◀

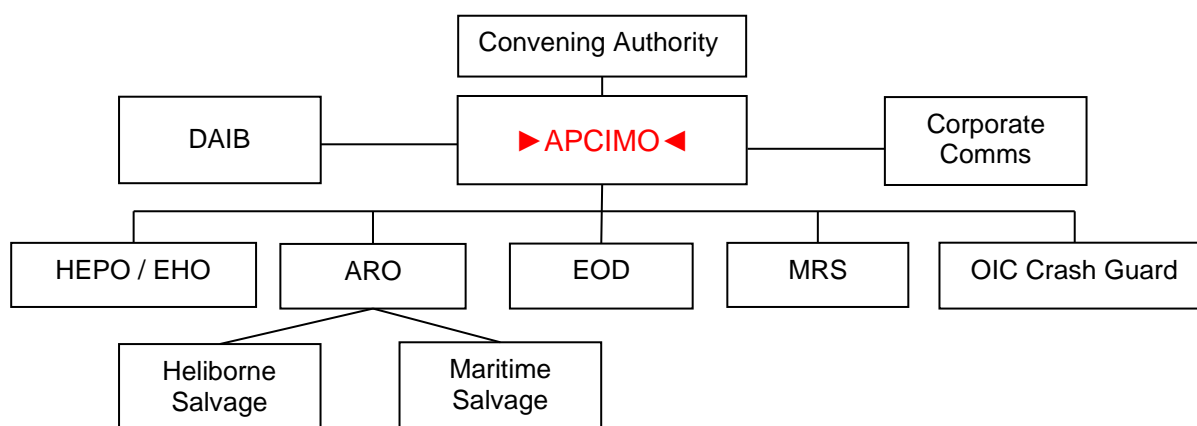
3. **The MAA** is responsible for:
 - a. Publication of RA 1430¹.
 - b. Publication of this Manual.
 - c. Publication of the ▶APCIM◀ Aide Memoire.
4. **Air Command and RAFRLOs.** Air Command will take the lead in ▶APCIM◀ matters and will provide local liaison between the ▶APCIMO◀ and civilian authorities through the RAFRLO organization. A map showing lead MOD Units with ▶APCIM◀ responsibilities and RAFRLO boundaries can be found at Annex A. The RAFRLOs will:
 - a. Advise units on ▶APCIM◀ considerations, coordinate the Military Aid to Civil Authorities (MACA) response, and represent Defence at Gold Command and on the relevant Strategic Coordination Group (SCG).
 - b. Ensure that all units likely to be tasked with ▶APCIM◀ responsibility maintain adequate ▶APCIM◀ response plans and adequate numbers of trained ▶APCIMOs.◀
 - c. Ensure that all units likely to be tasked with providing ▶APCIM◀ support comply with the provisions of this Manual and RA 1430.
 - d. Contact the DCDSO to arrange support from other units / agencies, through SJC(UK) where appropriate, in the event that a unit tasked with ▶APCIM◀ support is unable to fully support the ▶APCIM◀ task.
 - e. Ensure that suitable arrangements exist for them, or their deputy, to be contactable out of hours via the DCDSO.
 - f. Assist FGen of further Guard Force personnel where required.
5. **Directors of Media and Communications.** The sS Directors of Media and Communications are responsible for the provision of timely and sensitive media lines to take at Aircraft Accident / Incident sites. Detailed orders for media engagement are described at Chapter 3 Annex O (Chapter 3 is available on DefNet, ▶◀ or upon request to DAIB).
6. **85 Wing, RAF.** 85 Wing, RAF is responsible for the policy for and provision of suitably trained and equipped Mountain Rescue Service (MRS) for ▶APCIM◀ duties. 85 Wing, RAF is also responsible through JARTS for providing an ARO and team for the recovery of Aircraft worldwide.
7. **Overseas.** When Aircraft operate in non-UK airspace or at Permanent Joint Operating Bases (PJOB), ▶ADH / AM(MF)◀ will ensure that suitable arrangements for ▶APCIM◀ are in place. Oversea ▶APCIM◀ Policy and guidance is at Chapter 4 (Chapter 4 is available on DefNet ▶◀).

8. **Convening Authority.** The convening authority, most likely to be the DCDSO, through the DAIB will have arrangements in place to:
 - a. Assume Command and Control (C2) of Aircraft Accident / Incident sites.
 - b. Scrutinise and action any requests for additional resources which may come from the Accident / Incident site ▶ APCIMO. ◀
 - c. Ensure that the MOD’s responsibilities under the HASAWA and the Environmental Protection Act are complied with. To this end the ▶ APCIMO, ◀ 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 / Incident site, culminating in a site clearance meeting at which point a course of action for remediation will be agreed by the ARO, DIO, landowner and possibly RN INM / RAF CAM.

Military C2

9. **Principles.** Each Occurrence will be unique and will be likely to involve a variety of organizations and personnel, therefore there can be no single solution for every eventuality. To ensure maximum Safety, yet flexibility, it is paramount that a clear and unambiguous C2 organization be activated.
10. The initial response will, in all likelihood, involve Civilian Emergency Services (CES) who will operate iaw the principles of the Joint Emergency Services Interoperability Principles (JESIP) – see Chapter 3 Annex P (Chapter 3 is available on DefNet ▶ ◀) – and will involve a response at Bronze (Operational), Silver (Tactical) and, for fatalities or complex scenarios, Gold (Strategic) levels. A typical sequence of events following an Accident / Incident within the UK is shown at Chapter 2 Annex B.
11. **C2.** On notification of an Aircraft Accident / Incident, the DCDSO will initiate ▶ APCIM ◀ activity by calling out the various organizations which make up the Military Accident Response iaw DCDSO Standard Operating Procedure (SOP) No 201: Aircraft Accident Alerting and Post Crash Management Initiation (available upon request from the DCDSO), including MRS, JARTS, RN INM / RAF CAM, DAIB, RAFRLO, ▶ APCIMO, ◀ EOD et al. For Aircraft under the Operational Command (OPCOM) of MOD PJHQ, the Accident / Incident will be reported to the PJHQ Ops Controller and initial C2 is deemed to be held by the MOD. 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 ▶ APCIM ◀ Policy. The Convening Authority will assume primacy of the site as soon as is practicable; this assumption of C2 will include contacting the ▶ APCIMO ◀ and / or the unit providing ▶ APCIM ◀ support.
12. Military C2 arrangements are shown below.

▶ Figure 1. Military C2 arrangements ◀



Contact Details

13. The majority of contacts ▶will◀ be established through DCDSO in the first instance, however contact details for ▶APCIM◀ Responders are also listed at Annex B.

Aeronautical Rescue Co-Ordination Centre (ARCC) / National Marine Operations Centre (NMOC)

14. Whenever notified of an Aircraft Accident / Incident or serious Accident / Incident that might lead to the use of an AAES, the ARCC at the NMOC will notify the DCDSO.

15. Whenever a request is received from the CES for advice relating to the Safety precautions to be adopted at an Aircraft Accident / Incident site, the ARCC will obtain the contact details of the originator and relay the request to JARTS.

Defence Fire and Rescue (DFR)

16. DFR are able to provide tactical guidance to Local Authority Fire and Rescue Services responding to a military Aircraft Accident / Incident, particularly with regards to saving life and fire fighter safety.

Provision of Immediate Response Guard Force - UK

17. Within the UK, the DCDSO 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 CivPol.

MRT

18. The MOD has a responsibility under HASAWA legislation to protect Service and civilian personnel from the Hazards that will be present at military Aircraft Accident / Incident 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 will be familiar, in general terms, with the type of Hazards to be expected and ▶need to◀ be equipped with suitable Personal Protection Equipment (PPE). In addition, they ▶need to◀ 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 72 hours in all weather conditions. For all these reasons, it is the preferred option that MRT assets will be employed to provide the immediate response guard force and initial communications infrastructure at the majority of off-base Accident / Incident sites on the UK mainland.

19. This will ensure that:

- a. Military and civilian personnel are protected, as far as practicable, from the Hazards that will be present at the Accident / Incident site.
- b. The security of wreckage, classified equipment and information that may be in the vicinity, and of Service equipment that may be deployed.

20. The guard force at an Aircraft Accident / Incident site will be in the public eye; the MRT leader will ensure that all guard force personnel maintain a high standard of appearance at all times.

21. The MRT leader will conduct a dynamic Risk Assessment for the use of PPE in consultation with HEPO / Environmental Health Officer (EHO).

22. MRT personnel will probably arrive at an Accident / Incident site before the ARO or ▶APCIMO◀. In this event, once all lifesaving activities have been carried out, the MRT leader will make every reasonable effort to:

- a. Set up a cordon in consultation with EOD and RN INM / RAF CAM based on Aircraft type and fit. Further evacuation guidance can be found at Chapter 3 Annex L (Chapter 3 available on DefNet ▶◀).
- b. Ensure that access within the cordon is controlled.

- c. Limit the actions of MRT personnel within the cordon area to Search and Rescue (SAR) activities.
- d. On arrival of the ARO, brief them on all activities carried out and the protective methods adopted, including the extent of cordons already set up. The ARO will then advise the MRT leader of any other protective methods to be adopted.

23. **Aircraft Assisted Escape Systems (AAES) and Explosive Ordnance / Components.** MRT will only approach AAES to save life and have no capabilities to make AAES safe. MRT personnel will not engage in the rendering safe of explosive ordnance or explosive components.

24. **Accident / Incident Site Photography and Mapping.** The MRT leader will have a video and / or photographic record of the Accident / Incident site and wreckage made, utilizing their Drone capability and Pix4D mapping software. If they consider that actual / forecast weather conditions might compromise evidence / wreckage patterns, they are also to consider the flagging, protecting, mapping and logging of items of wreckage if it is safe to do so and in consultation with the DAIB. Any map / plan ▶ will ◀ be offered to the ARO and DAIB on their arrival; GPS mapping is preferred. If DAIB require any imagery or material collected during activity conducted by the Maritime and Coastguard Agency, it will be requested through AAIB.

25. **Handover and Withdrawal.** The MRT will withdraw from the site once a handover has taken place between the MRT Team Leader and ▶ APCIMO. ◀ The handover will normally take place within 72 hours of the Accident / Incident Occurrence and ▶ will ◀ be conducted in daylight. If adverse environmental conditions require the retention of MRTs at the site, the ▶ APCIMO ◀ ▶ will ◀ discuss any decision in conjunction with the DCDSO and MRS Exec.

▶ APCIMO ◀

26. The ▶ APCIMO needs to ◀ leave the unit as soon as possible but no later than 3 hours after notification by the DCDSO. On arrival at site, the ▶ APCIMO ◀ will locate and liaise with the CivPol Incident Officer regarding the expected military Accident response including Incident Control Post (ICP) and appropriately sized cordon. The ▶ APCIMO ◀ will be supported by an Emergency Command Cell (or similar) to provide the military 'Silver' response¹¹. If there are fatalities and / or it is a complex Accident / Incident site there may be a Gold or Strategic Level response.

Guard Force

27. A long-term guard force will be provided by the unit nominated to provide ▶ APCIMO ◀ support. If the Unit is not able to fully support the guarding commitment this ▶ needs to ◀ be addressed with justification through the Silver / Gold command chain to the RAFRLO who would address the issue with Air HQ 11 Gp A35 if external support is required.

28. The ▶ APCIMO ◀ may nominate a Guard Commander to manage the Guard Force¹². The Guard Commander and Guard Force personnel ▶ need to ◀ be conversant with the contents of Chapter 3, Annex K 'Instructions for Guard Force Personnel' (Chapter 3 is available on DefNet ▶ ◀) and ▶ need to ◀ be in possession of a waterproofed copy of that Annex.

DAIB

29. Located at MOD Boscombe Down, the DAIB is responsible to DG DSA, and when tasked, will deploy to an Aircraft Accident / Incident site as soon as possible to lead the investigation.

30. A DAIB team will normally deploy a team of 3 personnel - two engineers and one operator - to gather evidence and conduct interviews as soon as possible after notification of an Occurrence. Normally, within 48 hours of arrival at an Accident / 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 convened¹³.

¹¹ If the complexity of the Accident / Incident dictate, a joint military / civilian Silver Command maybe established; this may not be located within the military unit.

¹² The ▶ APCIMO ◀ remains the OIC for Guard Force Personnel.

¹³ iaw JSP832 – A Guide to Service Inquiries.

31. The DAIB team will also advise DG DSA of any urgent Safety matters. This will take the form of Urgent Safety Advice to DG DSA and the Duty Holder chain or AM(MF). The initial stage of the investigation may highlight the need for suspension of flying or re-commencement of flying operations. It is the responsibility of the ADH chain or AM(MF) to make the decisions.

32. When an SI is convened, the DAIB work on behalf of the SI President to assist in the investigation process. At an Accident / Incident site, the DAIB will give authority on behalf of the SI President for all activities up to and including the removal of wreckage.

Joint Aircraft Recovery and Transportation System (JARTS)

33. JARTS conducts fixed and rotary wing ▶APCIM◀ recovery worldwide and undertakes the transportation of fixed and rotary wing operational Aircraft.

Authority and Responsibilities of the Aircraft Recovery Officer

34. Tasked by the DCDSO, JARTS will appoint an ARO who will arrive at an Accident / Incident site as soon as practicable (normally accompanied by at least one Senior Non-Commissioned Officer (SNCO)). The JARTS Ops Cell will be on call for the first 24 hours to offer advice on Safety matters prior to the arrival of the ARO.

35. The ARO is responsible to the ▶APCIMO◀ 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. Wreckage removal including removal and disposal of contaminated soil.

36. The ARO is acting on the authority of MOD regarding Health and Safety matters at the Accident site, the ▶APCIMO◀ will ensure all recommendations are acted upon.

37. If the ARO arrives at the Accident site prior to the ▶APCIMO,◀ they may be required to carry out the duties of the ▶APCIMO,◀ including the formulation of Situation Reports (SITREPs) for the DCDSO and convening authority.

JARTS Response

38. **Deployment.** For Accidents in the UK and NW Europe, a domestic shelter complex may be deployed by JARTS. This will comprise of a vehicle mounted office and its associated tented annex complex. As well as providing an integrated C2 centre at the Accident / Incident site, it will be used to provide domestic support for JARTS personnel and personnel involved with the investigation.

39. **Site Co-ordinator.** The JARTS Site Co-ordinator will be responsible for the efficient running and Husbandry of the inner cordon ICP complex and will allocate appropriate areas to other parties at the Accident / Incident site. The Site Co-ordinator will be present within the inner cordon ICP complex whenever activity is taking place within the cordoned areas.

40. **Communications.** If deemed necessary, communications support will be provided by 90SU (TCW).

Procedures for the Recovery of Ditched Aircraft

41. Dir Op Cap is the Tasking Authority for the recovery of UK military Aircraft that crash into the sea or inland waterways. Salvage and Marine Operations (SALMO) is responsible for co-ordinating salvage in such circumstances.

42. Salvage requests will be supplemented by signal iaw the instructions provided in ▶2024DIN05-007◀ (only available on DefNet). Dir Op Cap will pass agreed tasking to SALMO

who will arrange for salvage experts to be attached to the SI as soon as possible, in order to advise on the practicalities of salvage.

43. Under rationalized Joint Service agreements, the recovery costs of salvaging MOD Aircraft (for investigation purposes) are borne by SALMO; however, if the cost of salvage exceeds the budget, SALMO may seek funding from the customer. Marine salvage is conducted utilizing either MOD in-house assets, civilian platforms (vessels), plant and equipment contracted from Industry or a combination thereof, managed by deployed MOD Salvage Officers.

44. ▶ APCIMOs will not accept offers of assistance from Civil Dive Companies / Clubs or individuals and will refer all offers to Front Line Command, Diving Standards and SALMO.

45. APCIMOs will not allow personnel to enter a ditched Air System due to the Risk of capsize and sinking. ◀

46. 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, so effective use of available resources and close control is essential. Consequently, operational authority is vested in the Hd of SALMO and their delegated deputies.

47. The following information ▶ will ◀ be recorded and forward by the quickest means possible to the SALMO representative (through the DCDSDO or DAIB if need be):

- a. Aircraft Type / Variant / Airframe Number.
- b. Date Time Group of ditching.
- c. Crash datum positions.
- 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 Accident / 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).

48. All recorded positional information ▶ will ◀ be in Latitude / Longitude format (where possible) with the following supplemental information:

- a. Time of observation.
- b. Datum used (eg WGS84).
- c. Method of fixing (Differential Global Positioning System (DGPS))
- d. Radar plots.
- e. Origin of position (SAR Helicopter / personal Emergency Position Indicating Radio Beacon (EPIRB) etc).
- f. Nature of position (Mayday / last track or reported position / oil slick / Aircrew recovered etc).
- g. In the case of positional reporting of wreckage / slicks / aircrew, observed wind and tide conditions at the time of observation ▶ need to ◀ be reported.

49. Any further information from the NMOC, 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 ▶ need to ◀ be made available.

50. For vessels at sea, further guidance regarding positional recording for ditched Aircraft is contained in BRd45(4) Chapter 11¹⁴.

90 Signals Unit (Tactical Communications Wing) (TCW)

51. It is essential that the Unit Emergency Command Cell (Silver Command) is able to communicate with the Accident site ICP. Under certain circumstances, requirements may also exist for the ICP to communicate by telephone or e-mail with the CivPol 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.

52. Air Cmd 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 could be allocated as appropriate by Deployed Operations or UK Ops as appropriate.

53. 90SU possess a comprehensive inventory of communication equipment which could initially be provided to support an Accident site:

- a. Insecure / secure voice / computer data transfer.
- b. Insecure ground / air Ultra High Frequency (UHF) / Very High Frequency (VHF) communications.
- c. Insecure High Frequency (HF) communications.
- d. Matel field telephone network, comprising 10 handsets.
- e. Insecure / secure management radio equipment, comprising 6 handsets.

54. The 90SU detachment commander will review the communications Information Exchange Requirement (IER) on arrival at the Accident site and advise Air Cmd A6 Ops of any new tasking.

55. The location of the Accident site and the communications IER, formulated on site, would determine the 90SU workforce 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 ▶APCIMO needs to◀ ensure that appropriate support is provided to the detachment for the duration of their deployment, including the arrangement of local accommodation.
- 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 and on-site support to the detachment by the JARTS Ops Cell.

Aircraft Assisted Escape System (AAES)

56. **Terminology.** The term AAES will be interpreted as meaning collectively:

- a. An ejection seat complete with ejection gun, guide rail, operating and adjusting controls.
- b. Connections between an ejection seat and other equipment fitted in the Aircraft.
- c. Equipment fitted on or to an ejection seat.
- d. Systems or sub-systems for clearing the ejection path from the Aircraft, including associated mechanisms operated by explosives ▶such as the Aircraft canopy.◀

57. **Activation.** The ▶RAF CAM◀ AAES ▶Accident Investigation◀ team will receive notification of an Aircraft Accident from DCDSO. A suitably qualified and experienced member of its staff will be contactable at all times to provide advice and guidance ▶, and will attend the scene to render safe and dis-arm the AAES prior to removal for investigation.◀

¹⁴ Refer to BRd45(4) – Admiralty Manual of Navigation Volume 4 - The Conduct of Ships at Sea, Chapter 11 - Assistance and Salvage. Which is available on DefNet ▶◀.

58. 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, AAES, 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. **Unit Personnel.** Only in exceptional circumstances are other (ie 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 DAIB ▶ needs to ◀ be sought before unit personnel are employed to render AAES safe.

Explosive Ordnance Disposal

59. 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, ▶ will ◀ 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. Op TAPESTRY assets will be tasked for UK ▶ APCIM along with the Air Weapons Ordnance Munitions and Explosives (WOME) Incident Support Team (AWIST) ◀ via the Joint Services EOD Operations Centre (JESODOC), by the DCDSDO in response to all military Aircraft Accidents / Incidents. The ▶ AWIST ◀ Team will provide specialist Safety advice, the capability to locate, identify and render safe all ▶ WOME that are installed or fitted to Aircraft. Land EOD ◀ do not have the capability to render safe ▶ WOME and ◀ AAES ▶ on Aircraft ◀ this ▶ will ◀ be completed by ▶ AWIST and ◀ the AAES Investigation Team. ▶ ◀

60. ▶ Only ◀ EOD personnel ▶ will ◀ conduct EOD operations. 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, this ▶ has ◀ to be reported immediately to EOD via the DCDSDO.

Environmental and Occupational Health and Aircraft Hazardous Material (HAZMAT) Support

61. This paragraph details the procedure for obtaining support from the RN INM and the RAF CAM, for advice on Occupational Health (OH), Environmental Protection (EP) and Aircraft Hazardous Material (HazMat) matters. RN INM will respond to rotary wing Accident / Incidents and RAF CAM to fixed wing Accident / Incidents.

62. RN INM and RAF CAM will maintain an Occupational and Environmental Health RN INM HEPO / RAF CAM EHO) for immediate advice, and at standby to deploy and provide OH and EP support at an Accident site.

63. The ARO will consult the HEPO / EHO on every occasion. The response will be agreed and under normal circumstances the HEPO / EHO will attend every Accident site. Where possible, responding ▶ APCIM ◀ units need to ensure local fuels teams are available for initial containment of spills following an Accident / Incident.

Pathology

64. **Applicability.** The terms of this paragraph are applicable in the UK only ▶ ◀.

65. **Jurisdiction of the Coroner / Procurator Fiscal.** In the event of a fatality, 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. 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.

66. If further human remains are discovered after the Coroner has released a body for burial or cremation, the ECC and Coroner (Procurator Fiscal) ▶will◀ be advised.

67. **Human Remains - Handling and Reporting.** Human remains ▶will only◀ be moved, labelled and protected iaw the requirements of the Coroner. This can only be carried out by the MRS or Civil Police Disaster Victim Identification (DVI) who are appropriately trained.

Joint Air Delivery Trials and Evaluation Unit (JADTEU) / Joint Helicopter Support Squadron (JHSS) Assistance

68. JHSS assistance will be required whenever significant wreckage has to be removed by helicopter as an underslung load. JHSS will be alerted via the DCDSDO as a part of normal tasking if requested by the ARO. If the wreckage cannot be carried in normal cargo netting, ISO-Container or other approved underslung load carrier, JADTEU assistance will be required.

69. If heliborne salvage is required, a Mobile Air Operations Team (MAOT) will be sent to carry out the task and will work directly to the ▶APCIMO.◀

70. Where JARTS, JADTEU or JHSS assistance is required to recover wreckage in Northern Ireland, 38X Northern Ireland Ops Watchkeeper ▶will◀ be informed so appropriate Force Protection measures can be put in place.

Royal Engineer (RE) Tasking

71. The ▶APCIMO◀ (through the ECC) or the ARO may request RE support through the DCDSDO.

72. The initiator of a request may liaise immediately with HQ 12 (Force Support) Engineer Group, to whom responsibility for ▶APCIM◀ 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.

NO 3 Mobile Catering Squadron (3 MCS)

73. Iaw the RAF Command Plan, 3 MCS will provide ▶APCIM◀ catering support to ▶APCIM◀ Lead Units across mainland United Kingdom, outside of the perimeter of the unit. The capability is held at R0. 3 MCS will aim to be on site within 24 hours following notification of an Accident / Incident. 3 MCS may also be able to support major ▶APCIM◀ Exercises upon receipt of tasking through A4 Cat Ops, HQ Air. 3 MCS will be notified of an Occurrence by the DCDSDO; they will only deploy to an Accident / Incident once support is requested by the responding ▶APCIM◀ Unit.

74. 3MCS will routinely be backfilled by Individual Augmentees (IAs) no later than 48 hours after their deployment. Liability for backfill falls to the lead APCM unit's Front Line Command Force Generation (FGen) desk. In extremis 3MCS, with the authorization of HQ Air A4 Cat Ops as their tasking authority, can remain in place beyond 48 hours; this could be to cover for lack of Suitably Qualified and Experienced Persons with the Front Line Command in question, for example, to allow additional FGen time, or to allow time for mutual aid arrangements through the Defence Augmentation Cell. In all cases, at least one member of 3MCS will remain in situ with IAs, as custodian for their support equipment.

Headquarters RAF Police

75. Headquarters RAF Police (HQ RAFP), will, on request, provide specialist assistance at Aircraft Accident sites.

76. 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 ▶APCIMO◀ at the Accident site:

- a. A 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 CivPoland 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.

Accident Site Airspace Reservation

77. Accident site airspace reservation within the UK can be established through the DCDSO iaw SOP21. ▶ ◀

Military Accidents at a Civil Aerodrome

78. Civil Aerodromes respond to Aircraft Accidents iaw CAP 168 (Licensing of Aerodromes). The civil emergency services can be expected to fight a post-Accident fire, rescue any survivors and then cordon off the Accident site iaw the principles contained within this Manual. The military ▶ APCIM ◀ response will be carried out by the lead ▶ APCIM ◀ unit in whose area the Accident / Incident occurs.

Corporate Communications (CC)

79. The MOD aims to present a positive, accurate and consistent image. The ability to sustain this professional image will be severely tested in a crisis. Even in the most adverse of circumstances it is important that personnel do their utmost to get the 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.

80. During the first 48 hours 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 ▶ will ◀ be assumed by a suitably trained Media representative. If such an individual is not available, the ▶ APCIMO needs ◀ to be prepared to engage with the media themselves as appropriate.

81. Defence agencies involved in ▶ APCIM ◀ 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. It is essential that the suitably trained Media representative establishes and maintains close communication with DNews.
- c. **sS Media and Communications (M&C).** The sS maintain a M&C capability. In the event of an Aircraft Accident, sS M&C staff will provide support to DNews and ensure that sS leadership teams and Command M&C staff are kept informed of media developments. They can assist with arranging press conferences and providing MOD spokespeople, as appropriate.
- d. **▶ APCIM ◀ Unit.** The ▶ APCIM ◀ Unit will maintain a close communication with the duty press office, usually through unit media personnel. In addition to the ▶ APCIMO, ◀ the ▶ APCIM ◀ Unit Commander may decide to deploy an additional media specialist to the Accident site as soon as possible. It is the ▶ APCIM ◀ Unit Commander's discretion whether the unit MCO¹⁵ is deployed to the Accident site. However, thought ▶ needs ◀ to 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 sS M&C staff. Where possible, such arrangements will be established in advance and reflected in station ▶ APCIM ◀

¹⁵ 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 ▶ will ◀ be taken to refer to any unit media specialist, military or civilian, however their post is titled.

plans. If appropriate, it is also the ▶APCIM◀ Unit Commander's responsibility, sS 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.

82. Media guidance at the Accident / Incident site and lines to take can be found at Chapter 3 Annex O of this Manual. (Chapter 3 available on DefNet ▶◀).

Defence Infrastructure Organisation (DIO)

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

84. **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.

85. 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 / Incident 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.

86. Requests for payment by local landowners for the use of facilities (eg Barns, water, electricity etc) during the ▶APCIM◀ activities do not constitute claims in common law and are a matter for units with ▶APCIM◀ responsibility. However, if damage to property is caused by units, any subsequent claims will be assessed by DIO and passed to DJEP-CLCP Claims PLG.

Interim Payments Procedure

87. Following an Aircraft Accident / Incident, 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.

88. In the event of an Accident / Incident causing extensive collateral damage, a DJEP-CLCP Claims PLG officer may attend the scene in addition to DIO. The unit with ▶APCIM◀ 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 it is within their delegation to do so. However, if it is necessary to authorize payment prior to their arrival, the ▶APCIM◀ will take responsibility for this. Unit ▶APCIM◀ plans ▶need to◀ 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 will ensure the ▶APCIM◀ has access to finance in the event of ▶APCIM◀ activity, be that an Electronic Procurement Card (ePC) or a finance officer on unit.

89. The amount of money required for interim payments cannot be determined beforehand, but the unit with ▶APCIM◀ 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 Claims Officer is alerted. Consideration needs to be given to the use of the Unit photographer to record any damage caused by the ▶APCIM◀ response organization. There is no special provision for money to be available on a permanent basis for these contingencies.

90. 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.

Site Clearance Procedures

91. When damage occurs 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 site remain the responsibility of the MOD, as do the HASAWA requirements. The lead ▶ APCIM ◀ Unit is the responsible organization and exercises its responsibilities through the ▶ APCIMO ◀ on site who in turn relies upon the ARO, DIO and RN INM / RAF CAM.

92. 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. 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 minimize further damage. However, if it is necessary to enter the property prior to DIO arrival, the ARO or ▶ APCIMO ◀ may make the necessary arrangements. Once the wreckage and contaminated soil has been removed to the satisfaction of the ARO land recovery action will commence.
- b. **Land Remediation.** Initially, DIO will liaise with the landowner and all interested parties to determine what ▶ needs to ◀ be done to conduct remediation activity to the site. Once the remediation work is complete, the ARO will ensure that a meeting is held between DIO, the landowner, and appropriate civil organizations such as the Environmental Agency, the local council EHO etc. Once the landowner and the relevant civil authorities have accepted that appropriate remediation activity has been completed, DIO will settle compensation terms with the landowner and obtain signatures from the DIO representative and the ARO on the relevant land clearance forms.

93. Only when both phases of land restoration are complete does the MOD relinquish responsibility for the site, under the terms of the HASAWA, and release the Convening Authority and the ▶ APCIMO ◀ 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.

Military Aid to the Civil Authority (MACA)

94. MACA is provided to cover all types of natural or human-made disaster. Thus, an Aircraft Accident site may well require an element of MACA as well as ▶ APCIM ◀ as defined in this Manual. However, it is impossible to define and legislate for every situation that may arise.

95. The provision of MACA is described by JDP 02 and is normally invoked by a civil authority or agency requesting assistance with a particular emergency situation. Even when ▶ APCIM ◀ measures are in place at an Accident site, initiation of MACA remains the prerogative of the civil authorities. The RAFRLO will be coordinating the MACA response and will be involved via Gold Command / Strategic Co-ordinating Group with the civil authorities to ensure that the ▶ APCIM ◀ efforts are harmonised with the MACA response needs. If MACA is invoked, particular care is needed to integrate the military presence.

96. Although work is still required to fully integrate ▶ APCIM ◀ 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 ▶ APCIMO will ◀ endeavour to uphold the principles of ▶ APCIM, ◀ but not at the expense of risking or hazarding the public or rescue services. If the requirements of MACA require ▶ APCIM ◀ measures to be overridden, the ▶ APCIMO ◀ will comply with police instructions and report the facts to the Convening Authority.

United States Forces Response

97. Within the UK, the United States Visiting Forces (USVF) permanently operate Aircraft from both RAF Lakenheath and RAF Mildenhall, and on an adhoc (sometimes short notice) basis from RAF Fairford; each station has an RAF squadron leader who is the RAF Base Commander.

The Wings that operate at RAF Lakenheath and Mildenhall are commanded by HQ United States Air Force Europe (HQ USAFE) in Ramstein, as is the 1* Directorate, USAFE-UK (based at RAF Mildenhall) which provides US Legal and International Affairs personnel.

98. **USVF Status.** USVF personnel are deployed to the UK and operate under the North Atlantic Treaty Organization (NATO) Status of Forces Agreement (SOFA) and Visiting Force Act 1952 (VFA 52) which provides a legal framework under which they conduct their duties. The Act defines the role of the coroner in the event of the death of a USVF individual¹⁶. The NATO SOFA also details how claims against the USVF will be assessed and apportioned.

99. **Response.** Following an Accident / 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 Commander¹⁷, who will command the overall USVF response. The station's Emergency Operations 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.

100. The USVF have considerable administration, logistics and communications support which they may 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.

101. The relevant Wing ▶will◀ 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 SOFA and VFA 52, as required.

102. The MOD will lead on the ▶APCIM◀ response but in all likelihood will be mirrored by the US equivalents. MOD organizations deployed need to work closely with their US counterparts to minimize the duplication of response. It is advisable that the lead UK ▶APCIM◀ unit request a liaison officer to attend the lead unit response cell.

103. **Primacy and Jurisdiction.** The UK CivPol retain primacy of the Accident / Incident 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, jaw the VFA 52, they may return the deceased to US custody.

104. **Aircraft Hazards.** Details of Aircraft Hazards are available on request through the respective ICC / CAT – or the US E109, which lists Hazards associated with US Aircraft and is available through the internet. The ARO remains responsible for health and safety at the Accident / Incident site.

105. **Accident Investigation.** NATO STANAG 3531 details the arrangements between NATO members following an Accident on the conduct of the subsequent investigation.

106. 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. DAIB will deploy to USVF Accidents to capture the initial perishable evidence and provide support and guidance to the ▶APCIM◀ response, prior to handing the investigation over to their US counterparts on their arrival at the site. With the exception of perishable evidence, the evidence may need to remain in situ until removal is approved by both the SIB and AIB. DAIB may request, or be requested, to observe both the SIB and AIB.

107. **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

¹⁶ Part 1, Section 7, Subsection (1) of the VFA 52 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."

¹⁷ The USVF Wing Commander is an officer of OF-5 (Colonel) rank equivalent to an RAF Station Commander.

than for life saving purposes. UK EOD will be deployed iaw UK procedures and take the lead EOD role working closely with their USVF counterparts.

108. **Claims.** Claims will be handled iaw ▶APCIM◀ 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.

109. **Site Remediation.** The ARO will lead on remediation, utilizing USVF capability and personnel deployed to the site who remain under US command at all times. The Site Clearance Certificate will be signed off iaw MAA ▶APCIM◀ policy; however, the USVF may offer capability to conduct environmental monitoring into the future.

AAIB

110. In the event of an Accident / Incident involving a civilian registered Aircraft at a military airfield or a Military Operated Civilian-Owned Aircraft Accident / Incident, parallel investigations between the AAIB and DAIB 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 or personnel.

111. It is likely that the organizations will work concurrently and share all information and findings. DAIB and the AAIB have an excellent working relationship and are used to operating in tandem.

112. AAIB personnel conducting a joint investigation do not, however, 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.

113. 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)

114. In addition to the stresses encountered in everyday life, military personnel 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 is 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 Chain of Command (CoC) in this process is an extremely important and vital factor.

115. 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.

116. TRiM is one such CoC function that formalizes good leadership and personnel policy practise in the aftermath of exposure to trauma and need to be considered in response to an ▶ APCIM ◀ activation. TRiM provides an organizational approach to the management of personnel in the wake of traumatic events; used correctly, it can ensure that the normal psychological adjustment phase is recognized 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 ▶ aims ◀ 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.

117. 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 ▶ aims ◀ 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 Accident / Incident. TRiM is not a substitute for effective stress management, or for clinical intervention where that is appropriate.

118. Caution ▶ needs to ◀ be taken when implementing TRiM procedures before the arrival of the DAIB as interviews under the TRiM process may have an impact on the subsequent investigation, thus there ▶ will ◀ be no interviews with affected people unless the DAIB are aware and content.

Drug and Alcohol Testing in Safety Critical Duties

119. Powers to test personnel undertaking Safety-critical duties for drug and alcohol are detailed in JSP 835 and replaced Post Incident Drug and Alcohol Testing (PIDAT) from 01 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 they have reasonable cause to believe that:

- a. The person is over the alcohol limit for the prescribed Safety-critical duty they are performing, or might reasonably be expected to perform; or
- b. The person is unfit to be entrusted with their duty or any duty which they might be reasonably expected to be called upon to perform, where the duty is a Safety critical duty and their ability to perform the duty is impaired due to the influence of alcohol or drugs.

120. This reasonable cause will 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 Annex A: MOD Units with ▶ APCIM ◀ Responsibilities and RAFRLO Boundaries

1. There are 3 classifications of ▶ APCIM ◀ response for MOD Units and Defence Contracted Flying Organization airfields as follows:

- a. **Lead Responsibility:** Units with a 'Lead Responsibility' will respond to any military Aircraft Accident / Incident (or other Aircraft as required) for their own 'on-station' response and ▶ will need to ◀ have the ability to provide a Regional response capability for any military Aircraft Accident / Incident (or other Aircraft as required) ▶ including units with on-station APCIM responsibility during those times considered Out Of Hours (OOH). ◀
- b. **On Station Responsibility:** Units with 'on-station' responsibility will respond to any military Aircraft Accident (or other Aircraft as required) on base unless detailed below. Units with a requirement to support an ▶ APCIM ◀ response within the perimeter of a Relief Landing Ground (RLG) that they are responsible for is detailed below. ▶ OOH APCIM responsibility rests with the Regional lead APCIM unit. ◀
- c. **Units with No ▶ APCIM ◀ Responsibility:** All other small / non-flying stations, units and / or Helicopter Landing Sites (Note that all flying units ▶ will ◀ be conversant with the AoR within which they are situated and from where their ▶ APCIM ◀ response will be deployed).

2. MOD Units and Defence Contracted Flying Organization airfields are classified below.

▶ Table 1. Airfield responsibilities ◀

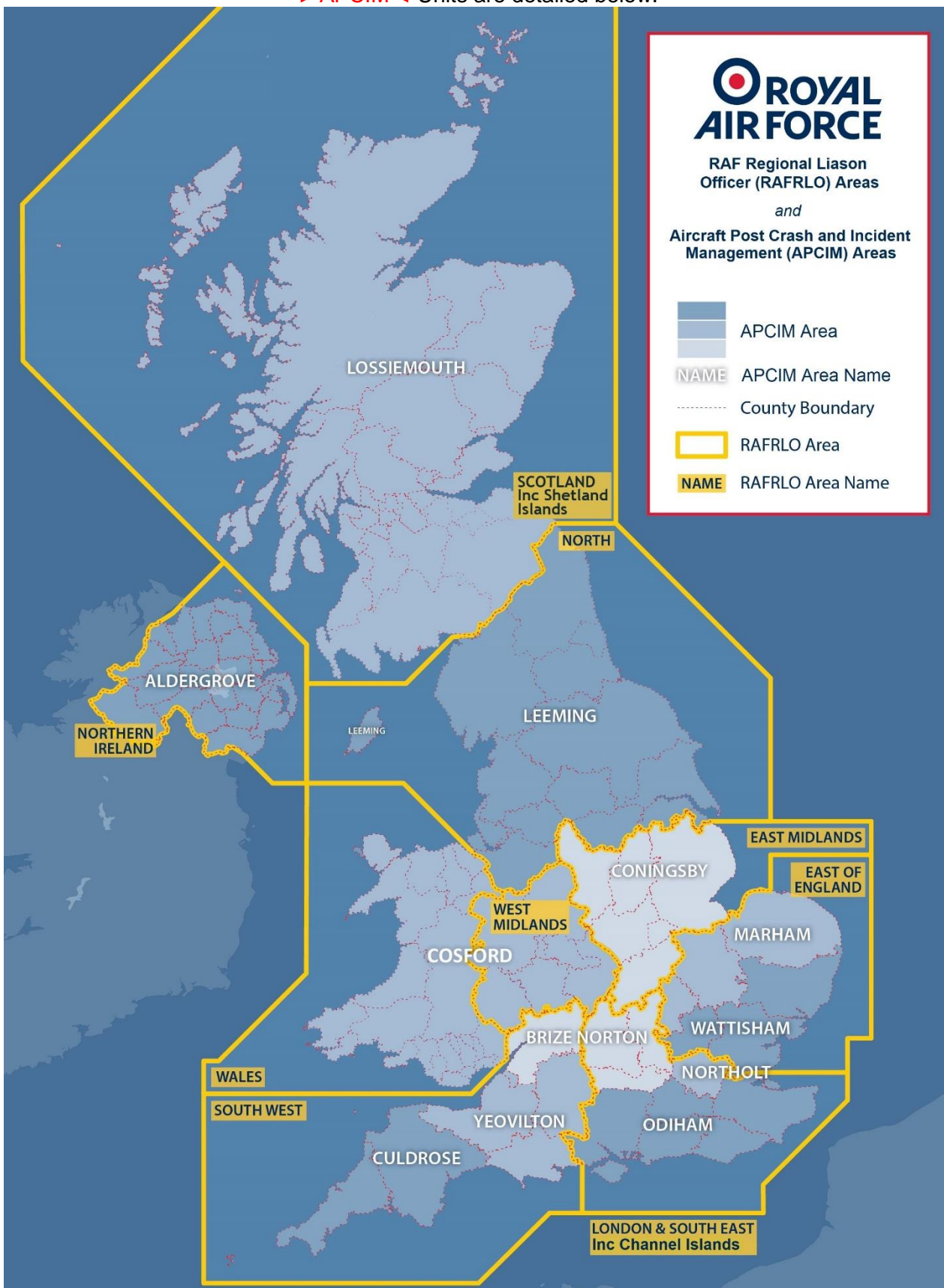
Unit	Lead Responsibility ¹⁸	On Unit Responsibility	Comments
Aldergrove Flying Station	✓	✓	
Army Aviation Centre Middle Wallop		✓	
MOD Aberporth		✓	
MOD Boscombe Down		✓	
MOD Hebrides		✓	
MOD St Athan			Lead response conducted by Cardiff Airport Group / Government of Wales
RAF Benson		✓	
RAF Brize Norton	✓	✓	
RAF Coningsby	✓	✓	▶ Includes RAF Donna Nook (AWR) and RAF Holbeach (AWR) ◀
RAF Cosford	✓	✓	
RAF Cranwell		✓	Includes RLG at Barkston Heath
RAF Digby			▶ APCIM ◀ response provided by RAF Coningsby
▶ ◀			▶ ◀
▶ ◀			▶ ◀
RAF Leeming	✓	✓	
RAF Leuchars		✓	
RAF Lossiemouth	✓	✓	▶ Includes Shetland Islands ◀

¹⁸ Over the Christmas holiday period, ▶ APCIM duties will be negotiated by HQ 11 Gp who will publish and notify which units will hold the APCIM duties. ◀

Unit	Lead Responsibility ¹⁸	On Unit Responsibility	Comments
RAF Marham	✓	✓	
RAF Northolt	✓	✓	
RAF Odiham	✓	✓	▶ APCIM response within the Channel Islands ◀
RAF Scampton			▶ APCIM ◀ response provided by RAF Coningsby
RAF Shawbury		✓	Includes RLG at Ternhill and Chetwynd
RAF Syerston		▶ ◀	▶ APCIM response provided by RAF Coningsby ◀
RAF Valley	✓	✓	On Anglesey only
RAF Waddington		✓	
RAF Wittering	▶ ◀	✓	
RNAS Culdrose	✓	✓	
RNAS Yeovilton	✓	✓	
Warton Aerodrome		✓	
Wattisham Flying Station		✓	
Yeovil (Westlands)		✓	

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▶ Figure 2. RAFRLO and APCIM Areas. ◀ The United Kingdom Areas of Responsibility for Lead
▶ APCIM ◀ Units are detailed below.



Chapter 2 Annex B: Contact details for ▶ APCIM ◀ Responders

▶ Table 2. Contact details for APCIM Responders ◀

Role	Contact Number	Contact Email
DCDSDO	▶ 02072 188938 ◀	DCMC-DCDSDO-office@mod.gov.uk
NMOC	999 (Ask for 'Coastguard')	-
MRS/T	Through DCDSDO	-
ARO		-
JARTS – Duty ARO	▶ 07802 217180 ◀	-
JARTS – ▶ Duty Ops Ctrl ◀	▶ 07802 327579 ◀	-
DAIB Duty Co-Ord	▶ 01980 348622 ◀	
MOD Press Office / DNews	02072 187907	
RN INM – Guardhouse	02392 768020	
RN INM – Duty Officer	▶ 02392 510517 ◀	
RAF CAM – Duty EH Officer	07866 123483	
RAF CAM – Duty EH Tech	07866 116650	
▶ RAF CAM – OC AIHF	▶ 07715 296053	
RAF CAM – AAES ◀	07715 296056 ◀	
EOD - Land Ops Command (LOC) Duty Watchkeeper	01264 886462 94393 6462 SSS 9298 4393 6183	
3MCS – Duty SNCO	07976 206596	
3MCS – Duty JNCO	07976 206847	
3MCS – Duty Keys	07976 206963	
DFR HQ Duty Officer	07899 067847	
JADTEU / JHSS	Through DCDSDO	
RAFRLO Scotland	07833 912924	Air-RAFRLOs@mod.gov.uk
RAFRLO North	07825 365333	Air-RAFRLOs@mod.gov.uk
RAFRLO East Midlands	07979 537682	Air-RAFRLOs@mod.gov.uk
RAFRLO East of England	07767 663359	Air-RAFRLOs@mod.gov.uk
RAFRLO London and South East	07770 721494	Air-RAFRLOs@mod.gov.uk
RAFRLO South West	07796 568380	Air-RAFRLOs@mod.gov.uk
RAFRLO West Midlands	07771 730553	Air-RAFRLOs@mod.gov.uk
RAFRLO Wales	07802 348513	Air-RAFRLOs@mod.gov.uk
RAFRLO Northern Ireland	07801 900780	Air-RAFRLOs@mod.gov.uk
RAFP	Through RAFRLO or CDOC	
Royal Engineers	Through DCDSDO	
DJEP-CLCP Claims	02072 181842 or 02072 183545	

Chapter 2 Annex C: Typical ▶ APCIM ◀ Sequence in the UK

▶ Table 3. Typical APCIM Sequence in the UK ◀

Event	Remarks
Aircraft Crashes.	
DCDSDO initiate ▶ APCIM ◀ measures.	▶ APCIM ◀ callout of MRS, ARO, DAIB, EOD, Lead ▶ APCIM ◀ Unit and other responding agencies initiated iaw DCDSDO's SOP201.
Police and rescue services arrive at site and rescue personnel and / or search for bodies. SAR may assist.	Police take control of site. If crash is fatal, Police will retain control until Coroner or Procurator Fiscal has authorized the recovery of all fatalities. EOD, RN INM / RAF CAM provide Safety advice.
MRS locate Accident / Incident site and provide initial guard and communications link.	Accurate position, weather and communications conditions passed to DCDSDO.
▶ APCIMO ◀ and guard force arrive.	▶ APCIMO ◀ is subordinate to Police but is the MOD representative responsible for the Accident site.
ARO arrive.	Provides advice to ▶ APCIMO ◀ on Hazards at Accident site. Cordon around Accident site is adjusted as required with advice from EOD, RN INM / RAF CAM.
HEPO / EHO and EOD arrive.	Provides detailed analysis of Hazard and advises ARO, DAIB and ▶ APCIMO ◀ of findings.
DAIB arrive	Start gathering perishable evidence and commence triage process for feedback to DG DSA. For foreign military DAIB will attend in exactly the same timescale as for a UK Aircraft Accident / Incident but will carry out an initial triage system, subsequently handing the investigation over to US investigation agency. For all civilian registered Aircraft AAIB will lead the investigation.
AAIB arrive	If required.
90SU (TCW) arrive (if tasked).	Communications net established.
ARO calls forward JARTS support as required.	
Guard commitment handed over from MRS to Guard Force.	Normally within 72 hours and in day light.
ARO maps Accident / Incident site.	ARO plans removal of wreckage. Initiates helicopter tasking, if required.
DCDSDO hands over C2 to Convening Authority. SI arrives and inspects Accident site with DAIB.	Signal to include full SITREP actions taken by DCDSDO.

Event	Remarks
DIO attends Accident site.	In liaison with the ▶ APCIMO, ◀ ARO, and RN INM / RAF CAM, the measures to conduct remediation are agreed.
SI releases airframe or wreckage.	DAIB to advise ARO of airframe or wreckage destination.
Wreckage and hazardous material removed by JARTS.	
▶ APCIMO ◀ advised whether site is a continuing Hazard to the public by ARO and HEPO / EHO.	If the site is a Hazard, either the guard force remains, or the Hazard is barricaded off and warning signs are positioned.
JARTS and DAIB depart.	
DIO and contractors make good the site.	
Site clearance meeting held and Site Clearance Certificate signed.	Only after Site Clearance Certificate is signed is the ▶ APCIMO ◀ relieved of their responsibilities for the site.

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Chapter 3: Available on DefNet

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Chapter 4: Available on DefNet

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