

**NPA/26/08**

**Title of Proposal:** Aircraft Post Crash and Incident Management

**RA(s) or Manual Chapter(s):** RA 1430, Manual of Aircraft Post Crash and Incident Management, Aircraft Post Crash and Incident Management Aide Memoire

**Organizations and / or business sectors affected:** The whole UK defence aviation Regulated Community

**RFC Serial No:** MAA/RFC/2024/134, 2025/026, 2025/044, 2025/045, 2025/060, 2025/080

*MAA Author*

Post	Name	Rank	Signature
DSA-MAA-Reg-Eng-1000	Redacted	Redacted	Redacted - Original Signed

*MAA Supervisor*

Post	Name	Rank	Signature
DSA-MAA-Reg-Eng	Redacted	Redacted	Redacted - Original Signed

*MAA Independent*

Post	Name	Rank	Signature
DSA-MAA-Reg-Eng-1200a	Redacted	Redacted	Redacted - Original Signed

*MAA LegAd (if required)*

Post	Name	Rank	Signature
N/A	N/A	N/A	N/A

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

**Other MRP Amendments:** N/A

**Service Inquiry Recommendations:** N/A

**AAIB Recommendations:** N/A

**Other Investigation Recommendations:** N/A

**Any Other Document:** N/A

**Feedback Notes for the Regulated Community**

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

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

- (Contract amendments because of the change)

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

### Summary of Proposed Amendment

**Objective:** The amendment process incorporates outstanding Requests For Change and updates terminology (references, terms, abbreviations, and obsolete phrases).

**Changes made:** RA 1430 has been amended to:

- Require units to conduct APCIM seminars every 2 years,
- Require AM(MF)s to produce and maintain standalone documents and procedures covering Environmental Protection precautions,
- Clarity on APCIMO ranks,
- Clarify maritime applicability,.

MAPCIM has been amended to:

- Include reference to Environmental Protection,
- Update the Explosive Ordnance organizational details,
- Transfer of the management of Aircraft Assisted Escape Systems from RAF CAM to AWIST,
- Update the Number 3 Mobile Catering Squadron organizational details.

APCIM-Aide Memoire has been amended to:

- Update the Explosive Ordnance organizational details,
- Update the RAFRLO boundaries and APCIM areas of responsibility details
- Align the APCIM-AM to the updated MAPCIM.

**Impact Assessment:** Medium

**Consultation Period Ends:** 5 May 2026

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

### MAA Approval

Post	Name	Rank	Signature
DSA-MAA-Reg-DepHd	Redacted	Redacted	Redacted - Original Signed

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

### Rationale

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

### Contents

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

### Regulation 1430(1)

#### Aviation Duty Holders and Heads of Establishment

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

### Acceptable Means of Compliance 1430(1)

#### Aviation Duty Holders and Heads of Establishment

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

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

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

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

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

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

2. APCIM plans **should** ensure:
- a. The provision and availability of Suitably Qualified and Experienced Persons (SQEP) ► as ◀ APCIM Officers (APCIMO) ►<sup>5</sup> ◀ ranked OF3 and above. Exceptionally, ► when deployed onboard or overseas, ◀ ADHs and HoEs can authorize SQEP ► as APCIMOs ranked down to OR9 (and for the RN ranked down to OR7); and the names of those APCIMOs ranked OF2 to OR9 (or for the RN ranked OF2 to OR7) ◀ be recorded in an appropriate Safety Risk Register<sup>6</sup>.
  - b. That appropriate capabilities to cover Air System operations exist at permanent UK operating locations, on HM and RFA Ships, and overseas deployed operating locations.
  - c. MOD units and Defence Contractor Flying Organizations (DCFOs) with an APCIM Responsibility<sup>7</sup> complete a live exercise with civil emergency service representation every 2 years, with multi-agency table-top exercises in the intervening years<sup>8</sup>.
 

► **Note:**

For HM / RFA Ships; as a minimum, proportionate APCIM live exercises will be conducted by HM / RFA Ships as part of 2<sup>nd</sup> Part Assurance (2PA) Fleet Operational Sea Training (FOST) activity, and include a Crash On Deck element. Live exercises will include the inspection and deployment of any APCIM equipment. ◀
  - d. That live and table-top exercises include consideration of the full response required, and for live exercises the inspection and deployment of the unit's APCIM Support Equipment.
  - e. The Defence Accident Investigation Branch (DAIB)<sup>9</sup> is advised of exercise dates.
  - f. Exercise reports are submitted to the DAIB detailing lessons identified and / or learnt and confirming the suitability and serviceability of APCIM Support Equipment.
  - g. That in the event of unusual aerial activity (eg unit air display) or if circumstances dictate, additional APCIM training or exercises are carried out.
  - h. That appropriate Eng Tech Weapons, Air Weapons, Ordnance, Munitions and Explosives (Air WOME) Incident Support Team (AWIST), Ammunition Technical Officer or Qualified Maintainer (RN) personnel are rostered and that they are available to provide specialist guidance to Explosive Ordnance Disposal (EOD) operators.

**Guidance Material 1430(1)**

**Aviation Duty Holders and Heads of Establishment**

3. Guidance on the capabilities required to conduct APCIM and the content of APCIM plans can be found within the MAA MAPCIM. Guidance on significant Occurrence Management can be found within the MAA MAPCIM and RA 1410(1)<sup>10</sup>.
4. Elements of APCIM activity or a full APCIM response may be required in response to a significant Occurrence or serious Incident<sup>11</sup>, regardless of whether or not an Air System Accident / Incident has occurred.
5. Advice on APCIM training can be sought from the DAIB and details of the APCIMO Course can be found in RA 1440<sup>5</sup> and on the MAA website<sup>12</sup>.

<sup>5</sup> ► Refer to RA 1440 – Air Safety Training. ◀

<sup>6</sup> Only those authorized by the ADH and HoE **should** attend the APCIMO course.

<sup>7</sup> The Manual of Aircraft Post Crash and Incident Management (MAPCIM) Chapter 2 Annex A details APCIM Responsibilities.

<sup>8</sup> In the event a unit responds to an Accident, Incident or significant Occurrence with a full APCIM response (utilizing all aspects of the APCIM response that would be tested in an exercise), it will be considered to have fulfilled the live ex requirement. The 2 yearly exercise requirement will reset to align with the date of the Accident, Incident or significant Occurrence.

<sup>9</sup> [DSA-DAIB-Air-Mailbox@mod.gov.uk](mailto:DSA-DAIB-Air-Mailbox@mod.gov.uk).

<sup>10</sup> Refer to RA 1410(1): Occurrence Reporting and Management.

<sup>11</sup> ► Refer to International Civil Aviation Organization (ICAO) Annex 13, Chapter 1, Definitions. ◀

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

**Guidance  
Material  
1430(1)**

6. Unit specific training (including familiarisation with unit APCIM plans and equipment) is required biennially in addition to the APCIMO Course<sup>5</sup>.
7. Upon request, Air System Delivery Teams will supply the DAIB with completed Hazards Data Sheets (from the MOD ACHaz Document Set).

**Regulation  
1430(2)**

**Accountable Managers (Military Flying)**

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

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

**Accountable Managers (Military Flying)**

8. AM(MF)s **should** produce and maintain standalone documents and procedures which ► **will** ◀ be used for APCIM and significant Occurrences which ► ◀:
  - a. Detail as a minimum, the following:
    - (1) Actions to be carried out in the event of an Accident, Incident or significant Occurrence involving a UK Military Registered Air System, including actions to assist military APCIM activity.
    - (2) Reporting procedures.
    - (3) Health and Safety precautions.
    - (4) ► **Environmental Protection precautions.** ◀
    - (5) Actions to ensure the preservation of evidence.
    - (6) Corporate communications procedures.
  - b. Provide specific instructions regarding the handling and procedures for the preservation and isolation of electronic and digital data post Accident, Incident or significant Occurrence, in order that the data is not lost or compromised.
  - c. Contain contact details of the relevant RAF Regional Liaison Officer (RAFRLO)<sup>13</sup> and details of the lead regional APCIM unit.
  - d. Be reviewed on the following occasions:
    - (1) At least annually.
    - (2) In the event of an Accident, Incident or significant Occurrence involving a UK Military Registered Air System.
    - (3) A major change to the DCFO's scope of UK Military Registered Air System operations.
  - e. Be readily available and auditable.
9. APCIM plans **should** ensure:
  - a. That appropriate capabilities to cover UK Military Registered Air System operations exist at permanent UK operating locations, on HM and RFA Ships, and overseas deployed operating locations.
  - b. Organizations with an APCIM Responsibility<sup>7</sup> complete a live exercise with civil emergency service representation every 2 years, with multi-agency table-top exercises in the intervening years<sup>8</sup>.
  - c. That live and table-top exercises include consideration of the full nature of the DCFO's scope of UK Military Registered Air System operations.

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

## Acceptable Means of Compliance 1430(2)

### ► Note:

For HM / RFA Ships; as a minimum, proportionate APCIM live exercises will be conducted by HM / RFA Ships as part of 2PA FOST activity, and include a Crash On Deck element. Live exercises will include the inspection and deployment of any APCIM equipment. ◀

d. The DAIB is advised of exercise dates and exercise reports are submitted to the DAIB detailing lessons identified and / or learnt<sup>9</sup>.

e. That in the event of unusual aerial activity (eg air display) or if circumstances dictate, additional APCIM training and / or exercises are carried out.

f. That appropriate platform-specific engineering personnel can provide specialist Technical Information to EOD operators. ► ◀ Only those ► Authorized and who are deemed to be ◀ SQEP ► ◀ can conduct reconnaissance, evaluation, and positive interaction with crashed Aircraft containing WOME, beyond documented Aircraft procedures.

g. ► Units will conduct APCIM seminars every 2 years under the guidance of the RAFRLOs to promote engagement and awareness of APCIM. ◀

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

11. In order to facilitate APCIM training and support the development of organizational APCIM plans, AM(MF)s **should** apply for places on the APCIMO Course for their personnel who have lead Responsibilities for APCIM; information on the process for applying for places on this Course can be accessed through RA 1440<sup>5</sup> and the MAA website<sup>12</sup>.

## Guidance Material 1430(2)

### Accountable Managers (Military Flying)

12. Guidance on the capabilities required to conduct APCIM and the content of APCIM plans can be found within the MAA MAPCIM. Guidance on significant Occurrence Management can be found within the MAA MAPCIM and RA 1410(1)<sup>10</sup>. AM(MF)s are encouraged to regularly engage with their RAFRLO in order to benefit from APCIM expertise and gain awareness of upcoming APCIM events in their area.

13. Elements of APCIM activity or a full APCIM response may be required in response to a significant Occurrence or serious Incident<sup>11</sup>, regardless of whether or not an Air System Accident / Incident has occurred.

14. Advice on APCIM training can be sought from the DAIB and details of the APCIMIO Course<sup>5</sup> and on the MAA website<sup>12</sup>.

15. Organization specific training (including familiarisation with unit APCIM plans and equipment) are required ► every 2 years ◀ in addition to the APCIMO Course<sup>5</sup>.



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# Manual of Aircraft Post Crash and Incident Management (MAPCIM)

Draft for MPA

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Authority

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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, ► **Environmental Protection**, ◀ 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.

► IJS Peters  
Colonel ◀  
Head Defence Accident Investigation Branch

Draft for NPA

**Glossary**

▶◀	
3 MCS	No 3 Mobile Catering Squadron
90SU	90 Signals Unit
AAES	Aircraft Assisted Escape System
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	APCIM Officer
ARCC	Aeronautical Rescue Co-ordination Centre
ARO	Aircraft Recovery Officer
ASIMS	Air ▶ <b>Safety</b> ◀ Information Management System
AWIST	Air ▶ <b>Weapons, Ordnance, Munitions and Explosives</b> ◀ Incident Support Team
BD	Bomb Disposal
CC	Corporate Communications
CES	Civilian Emergency Services
CivPol	▶ <b>Civilian</b> ◀ 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 Communications
DE&S	Defence Equipment and 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 Organization
ICC	Incident Command Cell
ICP	Incident Control Post ▶◀
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
▶RN INM	Royal Navy Institute of Naval Medicine ◀
▶◀	
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 Communications Wing
TORs	Terms of Reference
TRiM	Trauma Risk Management
▶◀	
▶UAS	Uncrewed Air System ◀
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. ► **Environmental Protection precautions.** ◀
  - c. Preservation of evidence.
  - d. Corporate Communications.
  - e. 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), ► ◀ Ship Duty Holders (Ship DHs), ► **and Ship Commanding Officers** ◀ 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 1430<sup>1</sup>. 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 ► **crewed** ◀ Air Systems and ► **Uncrewed** ◀ Air Systems (► **UAS** ◀) – Specific S2 sub-category and Certified Category<sup>2</sup>. Where reference is made to APCIM Responsibilities for Military Aircraft, this will be taken to include Responsibility for ► **UK military-registered** ◀ 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 1410<sup>3</sup>. However, the provisions ► **will not** ◀ hinder the most important immediate actions following a crash, that of fire fighting and rescue. If a military Aircraft experiences an Incident (of Repair damage category 1, 2 or 3<sup>4</sup>, also see 'DOWNBIRD' in Chapter 2), the unit responsible may elect to recover the Aircraft itself<sup>5</sup>, although the Occurrence still needs 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 ► ◀. The Aircraft Post-Crash and Incident Management Officer (APCIMO) from the APCIM responding unit may be 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:

<sup>1</sup> Refer to RA 1430 – Aircraft Post Crash and Incident Management and Significant Occurrence Management.

<sup>2</sup> Refer to RA 1600 series – ► **Uncrewed** ◀ Air Systems.

<sup>3</sup> Refer to RA 1410 – Occurrence Reporting and Management.

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

<sup>5</sup> In the maritime environment, ► **UAS** ◀ category 1-5 incidents can be recovered by the unit where there is a real Risk that the ► **UAS** ◀ 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 ► **UAS** ◀ Occurrences cannot be recovered by the unit.

- 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 ►effected◄ 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 ►5◄ 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 5 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. Environmental Protection precautions are taken to minimize the pollution of land, surface water and groundwater (including drinking water), and local sensitive ecological receptors.
  - c. The evidence is preserved for investigation.
  - d. No actions are taken which are detrimental to the good image and standing of the Armed Forces.
  - e. 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) 375<sup>6</sup> 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<sup>7</sup> 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. **Environmental Protection Precautions.** The MOD has a duty of care to ensure the provisions of the Environmental Damage (Prevention and Remediation) (England) Regulations 2015 and JSP 418 are adhered to.

- a. **Aircraft-specific Hazards.** All Aircraft contain materials and components which may be hazardous to the environment. For further details see paragraph 2.a.

### 4. 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

<sup>6</sup> Refer to JSP 375 – Management of Health and Safety in Defence.

<sup>7</sup> Resilience Direct QR code can be found at the end of this chapter. Due to the AcHaz Document Set being official sensitive they can only be accessed via a MODNET account or via the Resilience Direct website (noting the Resilience Direct website requires an account be set up).

etc). On receipt of advice from RN INM / RAF CAM and Explosive Ordnance Disposal (EOD), this cordon distance may be altered.

- 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.

5. **Corporate Communications.** This falls into 2 categories:

- a. Media. The guidelines to be followed when dealing with news media personnel are provided at Chapter 2 ► paragraphs 79 to 82 ◀ 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.

6. **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

7. 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 terrorism<sup>8</sup>, 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.

8. 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

9. APCIM procedures will be applied to Accidents and ► significant ◀ Occurrences►<sup>1</sup>◀ for:

- a. All UK military registered Air Systems, including Service Gliders, ► ◀ Specific S2 sub-category ► UAS, and Certified Category UAS<sup>9</sup>. ◀
- b. Civilian registered Aircraft operating under defence contract.
- c. Foreign military Aircraft in the UK.
- d. Civilian registered Aircraft on request from the AAIB.
- e. All Aircraft at or adjacent to Service establishments in the UK and abroad.
- f. Civilian Aircraft off-base where JARTS has been tasked to control in-cordon activity as a measure provided under Military Aid to the Civil ► Authority<sup>10</sup> ◀ 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

<sup>8</sup> Which will enact a National Police and Security Service Response.

<sup>9</sup> For ► UAS ◀ being operated in the Open Category and Specific S1 sub-category, any APCIM requirements will need to be detailed in the Organization's Categorization Submission (RA 1600, Annex B) within the Emergency procedures section.

<sup>10</sup> ► Refer to Joint Doctrine Publication 02 – UK Operations: the Defence Contribution to Resilience. ◀

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

10. All Aircraft Accident / Incident reporting will be carried out in accordance with the requirements of RA 1410<sup>3</sup>. 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 (DCDSDO) and / or the DAIB.

### Guarding and Cordon

11. **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 **is** 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.

12. 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.

13. **Responsibilities.** The initial Responsibility for guarding a crashed Aircraft off-base rests with the Aircraft **Commander** (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 line<sup>11</sup>. 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 DCDSDO 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 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):

<sup>11</sup> AAIB Accident Line 01252 512299.

- 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.

14. **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

15. 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

16. 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.

17. 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 BRd766<sup>12</sup>.

### Rotary Wing 'Downbird' Events

18. 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 ► 5 principles ◀ of APCIM are met, then an APCIM response is initially generated via the DCDSO and de-escalated as appropriate.

<sup>12</sup> Refer to BRd766 - Embarked Aviation Orders, which is available on DefNet.

## Next Generation Aircraft

19. 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 DCDSO 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.

20. 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

21. 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](mailto: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.

22. The APCIMO Report will take the following format:

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

23. 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.

Figure 1. Resilience Direct Aircraft Hazard Information QR Code

RD Aircraft hazard info



<https://collaborate.resilience.gov.uk/RDSservice/home/140701/MOD-Aircraft-Crash-Hazards-Document-Set---ACHaz>

## Chapter 2: The MOD Accident / Incident Response

### Policy

1. The DSA is Responsible for the formulation of MOD APCIM Policy in 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.

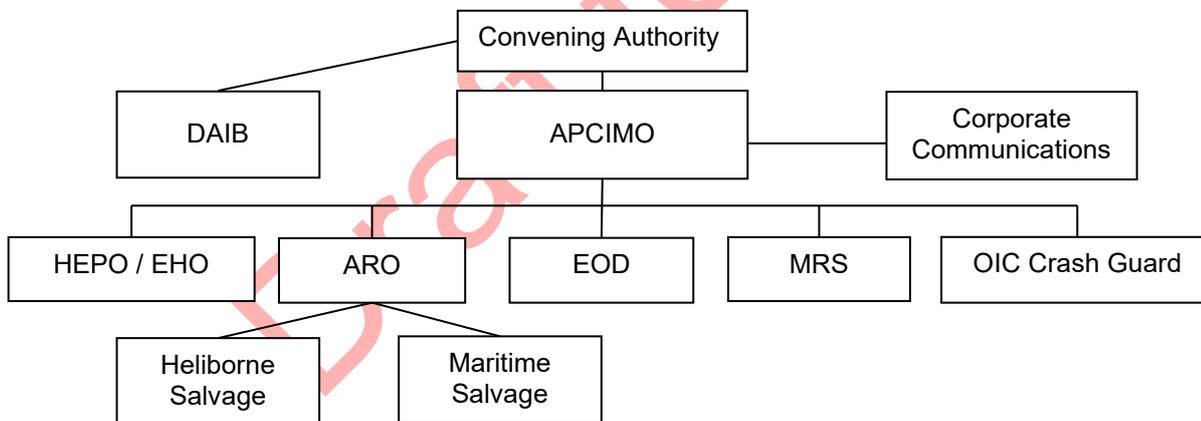
3. **The MAA** is Responsible for:
  - a. Publication of RA 1430<sup>1</sup>.
  - b. Publication of this Manual.
  - c. Publication of the APCIM Aide Memoire.
4. **Air Command and RAFRLOs.** Air Command will take the lead in APCIM matters and will provide local liaison between the APCIMO and civilian 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 ► (Expeditionary Logistics) ◀ Wing, RAF. 85 ► (EL) ◀ Wing, RAF** is Responsible for the policy for and provision of suitably trained and equipped Mountain Rescue Service (MRS) for APCIM duties. **85 ► (EL) ◀ 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 2. 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 DCSDO 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 DCSDO 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 DCDSDO. 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' response<sup>13</sup>. 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 APCIM 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 Force<sup>14</sup>. 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 convened<sup>15</sup>.

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 DCDSDO, 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.

<sup>13</sup> 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.

<sup>14</sup> The APCIMO remains the OIC for Guard Force Personnel.

<sup>15</sup> iaw JSP832 – A Guide to Service Inquiries.

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 ► 2026DIN05-008 ◀ (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 capsizing 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 DCDSO 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 11<sup>16</sup>.

### 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.

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<sup>16</sup> 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.

## Aircraft Assisted Escape System (AAES)

56. **Terminology.** The term AAES will be interpreted as meaning collectively:
- An ejection seat complete with ejection gun, guide rail, operating and adjusting controls.
  - Connections between an ejection seat and other equipment fitted in the Aircraft.
  - Equipment fitted on or to an ejection seat.
  - 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 ► **Air Weapons, Ordnance, Munitions and Explosives (WOME) Incident Support Team (AWIST)** ◀ will receive notification of an Aircraft Accident from ► **the Joint Service EOD Operations Centre (JSEODOC)** ◀ via the ◀ 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 disarm the AAES prior to removal for investigation.
58. **AAES Safety Precautions at Aircraft Accident Sites.**
- 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.
  - 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 AWIST via the JESODOC, by the DCDSO 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 DCDSO.

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

61. This ► **section** ◀ 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 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 ►section◀ 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 CivPol 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 in accordance with the requirements of the Coroner. This can only be carried out by the MRS or CivPol 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 DCDSO 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 DCDSO.
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. In accordance with 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 ►equipment◀ is held at R0 ►(Immediate) with the Workforce held at R1 (0-48 hrs).◀ 3 MCS will aim to be on site within 24 hours ►(dependant on the time of activation)◀ following Notification of an Accident / Incident. 3 MCS may also be able to support major APCIM Exercises upon receipt of tasking through ►◀ Catering Operations (Cat Ops), HQ Air. 3 MCS will be notified of an Occurrence by the DCDSO; they will only deploy to an Accident / Incident once support is requested by the responding APCIM unit ►lead.◀
74. 3 MCS will routinely be backfilled by Individual Augmentees no later than 48 hours after deployment. Liability for backfill falls to the lead ►APCIM◀ unit's Front Line Command Force Generation (FGen) ►process.◀ In extremis 3 MCS, with the Authorization of ►◀ Cat Ops as ►the◀ tasking authority, can remain ►in situ◀ 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 for mutual aid arrangements through the ►Defence Single Tasking Authority (DSTA).◀ In all cases, at least one member of 3 MCS will remain in situ ►◀ as custodian for ►3 MCS resources.◀

## Headquarters RAF Police

75. Headquarters RAF Police (HQ RAFF), will, on request, provide specialist assistance at Aircraft Accident sites.
76. HQ RAFF will pass Aircraft Accident details on to the RAFF Sqn HQ closest to the Accident site. The local RAFF Sqn will provide the following assistance, on request from the DCDSO, SI convening authority, ARO or APCIMO at the Accident site:
- A dog team and personnel to assist in the planning and execution of searches for explosive ordnance.
  - Personnel to advise on the safe custody of classified material recovered from the Accident site.

- c. Personnel to assist in liaison with the local CivPol and other police agencies at the Accident site.
- d. Crime Scene Examiner personnel to assist with photography at the Accident site.
- e. Other police and security assistance as required.

### 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 Defence News (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 MCO<sup>17</sup> 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 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).

<sup>17</sup> 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.

## 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 ► will not ◀ 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 APCIMO 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 APCIMO 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 ► will not ◀ 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 ► will not ◀ 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 individual<sup>18</sup>. 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 Commander<sup>19</sup>, 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 48<sup>th</sup> 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

<sup>18</sup> 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."

<sup>19</sup> The USVF Wing Commander is an officer of OF-5 (Colonel) rank equivalent to an RAF Station Commander.

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, iaw 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 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).

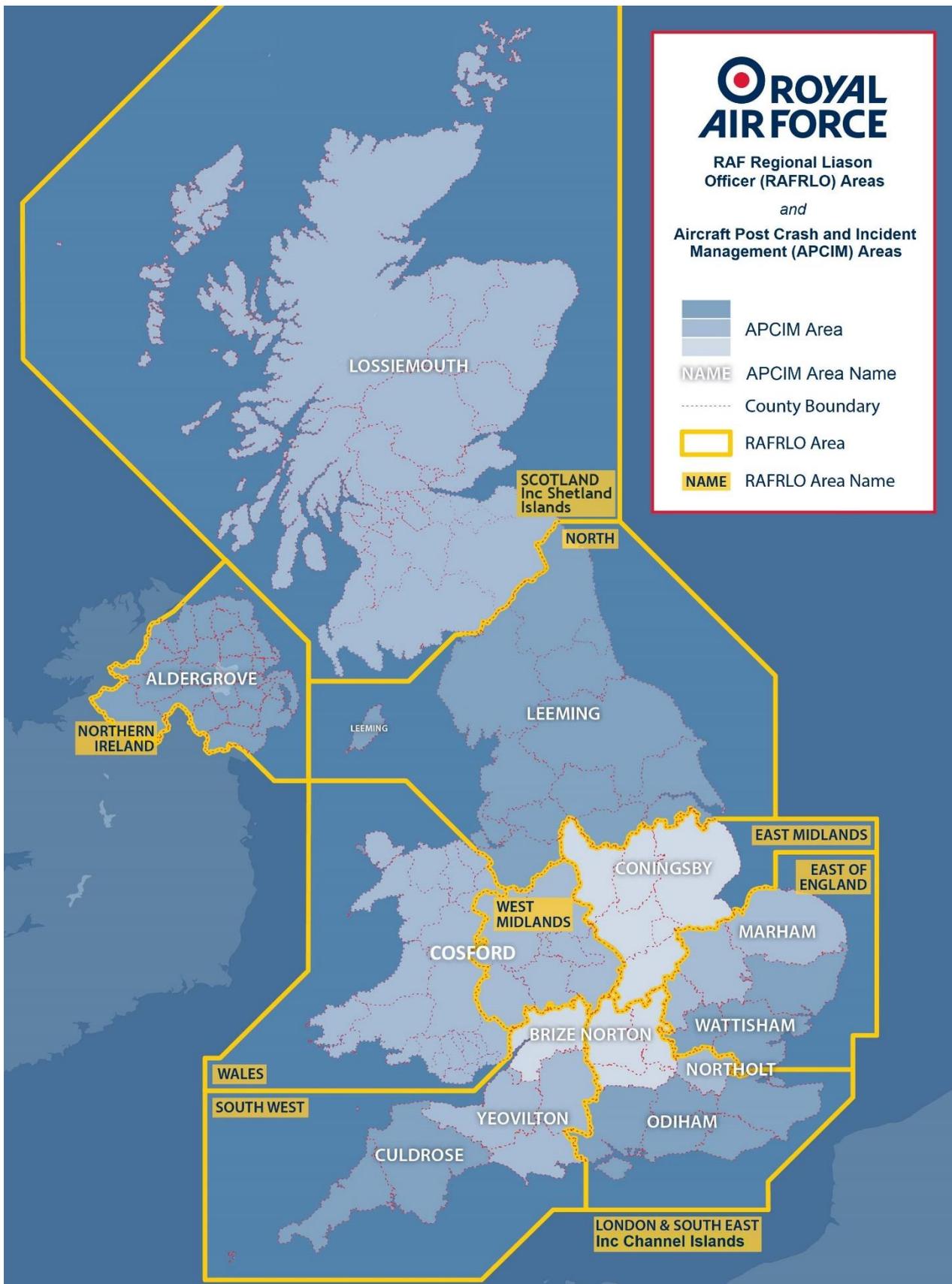
2. MOD Units and Defence Contracted Flying Organization airfields are classified below.

Table 1. Airfield Responsibilities

Unit	Responsibility		Comments
	Lead <sup>20</sup>	On Unit	
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	✓	✓	
▶ Leuchars Aerodrome ◀		✓	
RAF Lossiemouth	✓	✓	Includes Shetland Islands
RAF Marham	✓	✓	
RAF Northolt	✓	✓	
RAF Odiham	✓	✓	APCIM response within the Channel Islands
▶▶			▶▶
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 ▶ (Leonardo Helicopters) ◀		✓	

<sup>20</sup> 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.

Figure 3. 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	<a href="mailto:DCMC-DCDSDO-office@mod.gov.uk">DCMC-DCDSDO-office@mod.gov.uk</a>
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	
▶▶	▶▶	
▶JSEODOC◀	▶Through DCDSDO◀	
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	
RAFRL0 Scotland	07833 912924	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 North	07825 365333	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 East Midlands	07979 537682	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 East of England	07767 663359	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 London and South East	07770 721494	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 South West	07796 568380	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 West Midlands	07771 730553	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 Wales	07802 348513	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 Northern Ireland	07801 900780	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFP	Through RAFRL0 or CDOC	
Royal Engineers	Through DCDSDO	
DJEP-CLCP Claims	02072 181842 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.
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.

**Chapter 3: Available on DefNet**

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**Chapter 4: Available on DefNet**

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Defence  
Safety  
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# Aircraft Post Crash and Incident Management (APCIM) Aide Memoire



Military Aviation  
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## Aircraft Post Crash and Incident Management (APCIM) Policy

### Introduction

1. This Aide-Memoire is designed as a consolidated reference document for use of the Aircraft Post Crash and Incident Management Officer (APCIMO) and other personnel involved in APCIM. It contains a brief outline of the policy and principles of APCIM as set out in the Manual of Aircraft Post Crash and Incident Management (MAPCIM) and mandated in RA 1430<sup>1</sup> and includes informal advice to APCIMOs. Specific procedures may apply to Overseas Ops and embarked APCIM, as set out in the MAPCIM. However, the aim will always be to follow as closely as practicable the concept of the UK model, subject to location constraints.

### Notification

2. It is essential that any Accident / Incident be reported at the earliest opportunity to either the Deputy Chief of Defence Staff Duty Officer (DCDSDO) or Permanent Joint Headquarters (PJHQ) Ops Officer as appropriate. They will then follow their own Standard Operating Procedures (SOPs) and contact all other agencies involved, including the appropriate Front Line Command, cascading the information provided. They will also allocate a lead APCIM unit, or possibly a Main Operating Base (MOB) overseas, where appropriate.

### Background

3. Aircraft Accident / Incident sites will be managed to ensure that:
- Health and Safety precautions are taken to protect the local population and those personnel at or near the Accident / Incident site.
  - Environmental Protection precautions ►will◄ be taken to minimize the pollution of land, surface water and groundwater (including drinking water), and local sensitive ecological receptors.
  - The evidence is preserved for investigation.
  - No actions are taken which are detrimental to the good image and standing of the Armed Forces.
  - The Accident / Incident site is restored to a satisfactory condition as soon as practicable.
4. The ►Civilian◄ Police (CivPol) have and retain primacy at all military Aircraft Accident / Incident sites in the UK. CivPol will transfer freedom of movement and investigation at the site to the Defence Accident Investigation Branch (DAIB) when control of the Accident / Incident site has been established and police presence can be scaled down. The APCIMO is the primary police point of contact for liaison of military support requirements associated with the control and cordon of the site. The APCIMO provides the support services to enable the DAIB to complete the on-site investigation and for the Aircraft Recovery Officer (ARO) and ►ARO's◄ team from the Joint Aircraft Recovery and Transportation Squadron (JARTS) to remove the wreckage. The APCIMO remains the primary point of contact with the Defence Infrastructure Organisation (DIO) to ensure the site is recovered and a site clearance certificate is obtained.
5. The Responsibilities for UK APCIM are delegated to individual military units, details of which are contained in the MAPCIM.
6. Military establishments allocated Lead Unit status or units with an 'on base' APCIM Responsibility, and aviation-capable Ships, will maintain an APCIM organization, suitably qualified and equipped, that is capable of deploying to all Accident / Incident sites including:
- Military Aircraft crashes within the geographical areas allocated to them, including civilian airfields<sup>2</sup>.
  - An initial response to an Accident / Incident off-base.
  - Civilian Aircraft on a military establishment.
  - When military Aircraft are embarked on and operating from aviation capable Ships.
7. Aviation Duty Holders (ADH) / Accountable Managers (Military Flying) (AM(MF)) will ensure that suitable arrangements for APCIM are in place when Aircraft operate in non-UK airspace. Notwithstanding the provisions of North Atlantic Treaty Organization (NATO) Standardization Agreement (STANAG) 3531<sup>3</sup>

<sup>1</sup> Refer to RA 1430 – Aircraft Post Crash and Incident Management and Significant Occurrence Management.

<sup>2</sup> To include all Aircraft on the UK military register as well as Aircraft on the civilian register operating under defence contract.

<sup>3</sup> NATO STANAG 3531 states that where a NATO operated Aircraft has an APCIM event in a NATO partner nation then APCIM Responsibility rests with the State (Nation / Country) of Occurrence while any Safety Investigation will be undertaken by the State (Nation / Country) of Air System operation.

this will need to include provision of an APCIMO and advice and guidance to the Host Nation (HN) in the event of an Aircraft Accident / Incident together with an understanding of what level of APCIM response (if any) that the HN might provide. This is a recommended requirement where detachments are deployed with 3 Aircraft or more and / or have a duration of longer than 7 days.

### Embarked Operations

8. Embarked APCIM is very dependent on the situation faced, be it a crash on deck, ditching, or an Incident ashore. Following any lifesaving activities notification to the UK will take place in the same way and the ►5◄ principles of APCIM adopted as far as possible. ►In the event of◄ a crash on deck the ►Ships command's◄ first priority ►◄ will be to save the Ship. Once this has been achieved the wreckage will be made safe and flight deck access restricted to anyone other than essential personnel until an investigation team from the UK can reach the Ship. If, for operational reasons, the deck is required and the Aircraft needs to be moved, as much evidence as possible will need to be captured before this takes place. This includes as much photography as possible, recovery of any data sources and collection of samples.

9. In the event of an Aircraft ditching, as much information as possible about the Aircraft's last known position and current sea conditions will need to be gathered in order to assist the Chief Salvage and Marine Operations (CSALMO) in any salvage operations. Any Incident ashore will be treated the same as any non-UK Incident with the Ship providing the main focal point and support to any APCIM activities. Additionally, ►the Ship◄ will ►◄ hold a sizeable amount of information relevant to an Incident ►that will need to be captured,◄ whether it is from the bridge in the form of the Voice Recorder and Ships' Log, or any GPS and data recording equipment. The ops room will hold any radio and radar recordings, and there may possibly be CCTV footage on the Ship that could prove vital. If the Ship is also operating within a task group there may be some data or information from other Ships that could be of assistance to an investigation.

## APCIM Organizations

### Mountain Rescue Service

10. The Mountain Rescue Service<sup>4</sup> will deploy 2 teams in the event of an Aircraft crash. They ►◄ remain ►in situ for approximately◄ 24-72 hours ►until relieved by the APCIMO unit.◄

### Joint Aircraft Recovery and Transportation Squadron (JARTS)

11. The JARTS<sup>5</sup> ARO is Responsible to the DAIB for the preparation and recovery of Aircraft wreckage, providing Health and Safety advice (in conjunction with RN Institute of Naval Medicine (RN INM) / RAF Centre of Aerospace Medicine (RAF CAM), and, where possible, the removal of Hazards from the Accident / Incident site.

12. The ARO will deploy to the Accident / Incident site as soon as possible and will lead the response from JARTS. Once on scene, they will conduct a site survey in conjunction with RN INM / RAF CAM to identify Hazards and ensure correct protective measures including cordon sizes are enforced. The ARO will also advise the APCIMO on Health and Safety considerations at the site and remain on site until all wreckage has been removed, restoration measures have been agreed and the site clearance certificate is signed.

### Defence Accident Investigation Branch (DAIB)

13. DAIB will deploy personnel to the Accident / Incident site as soon as possible to lead the investigation<sup>6</sup>. They are the lead military organization on site and will set the timelines for recovery of the wreckage. They may also be co-ordinating with the civilian police or Safety Investigation Board (SIB) if these agencies are also carrying out parallel investigations.

### RAF Regional Liaison Officer (RAFRLO)

14. The RAFRLO liaises with the civilian emergency services and local authorities to provide a conduit between the military, civilian agencies and other government departments as required. Their role will be to operate at SILVER (Tactical) / GOLD (Strategic) level and provide military input and advice as required.

### RAF Centre of Aerospace Medicine (RAF CAM) / RN Institute of Naval Medicine (RN INM)

15. RAF CAM and the RN INM provide qualified and specialist support at fixed wing and rotary wing Incidents respectively. They are category 1 responders and thus will get called out within the initial emergency phase to provide Subject Matter Expert (SME) advice to the civilian emergency responders.

<sup>4</sup> Mountain Rescue Teams are based at RAF Leeming, RAF Lossiemouth and RAF Valley.

<sup>5</sup> JARTS are based at MOD Boscombe Down.

<sup>6</sup> DAIB are based at MOD Boscombe Down.

For the APCIMO, the RN INM duty Hazard materials (Hazmat) and Environmental Protection Officer (HEPO) and RAF CAM duty Environmental Health Officer (EHO) can provide advice and on-scene support on hazardous materials, occupational and environmental health including climatic injury prevention and Real-Life Support (RLS) requirements and environmental protection and will brief the APCIMO accordingly. They will advise on cordon size and whether it can be reduced from 400 m and still prevent exposure to any perceived Hazard. If required, the Aircraft Hazard (ACHaz) Document Set, providing specific Hazard advice associated with Aircraft type, is also available through the MAA Intranet, Resilience Direct<sup>7</sup> and the ARO.

### Salvage and Marine Operations (SALMO)

16. SALMO is the MOD authority for the location and recovery of all ditched Aircraft and aerial platforms from the sea and inland waterways. SALMO will deploy personnel to the site, who will work with the ARO and Aircraft recovery team and arrange the necessary assets to facilitate recovery of the wreckage from the water.

17. APCIMOs will not accept the assistance of civilian diving companies / clubs / individuals in the recovery of an Air System. All offers of assistance will be referred to CSALMO. APCIM responders **▶ will ◀** not to enter any ditched Air System due to the Risk of capsizing and sinking.

### Defence Infrastructure Organisation (DIO)

18. The DIO is Responsible for remediation of the site and negotiating compensation for those affected by the crash. An individual from Land Management Services will attend the Accident / Incident site to assess the damage caused and to advise both on potential claims and mitigation of future damage.

### Air Accidents Investigation Branch (AAIB)

19. For the Incident involving a civil registered Aircraft, the AAIB<sup>8</sup> is Responsible for leading the investigation.

### APCIM Support Organizations

#### No 3 Mobile Catering Squadron (3 MCS)

20. 3 MCS will, on request, provide APCIM catering support to APCIM units across mainland United Kingdom. The equipment will be held at R1. 3 MCS will aim to be on site within 24 hours following notification of an Incident. 3 MCS support is requested through DCDSO, liability for backfill falls to the lead APCIM unit's Front Line Command Force Generation (FGen) desk no later than 48 hours after deployment. 3 MCS will leave one SME, together with provisions, in situ with their equipment.

#### 90SU (Tactical Communications Wing)

21. It is essential that the Accident / Incident site Incident Control Point (ICP) is able to communicate effectively with their base unit and other agencies involved in the APCIM response. Under certain circumstances, requirements may also exist for the ICP to communicate with external agencies. On occasions when these communication links cannot be provided reliably using available resources or quickly enough using rented commercial assets, contingent Communication Information System capability may be tasked to assist through a request to Air Command A6 Ops Commitments.

### Explosive Ordnance

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

23. The EOD response to an Aircraft Accident / Incident will be initiated by the DCDSO **▶ who will then notify the Joint Service EOD Operations Centre (JSEODOC). ◀** In addition to EOD, platform specialists in the form of an Eng Tech Weapons (RAF), Army ATO or suitably qualified RN Maintainer will be called upon to assist.

24. EOD and the platform specialist will provide dedicated safety advice (ie evacuation and Safety distances, use of radios near items of unexploded ordnance etc), the capability to locate, identify and render safe all items of explosive ordnance (including seemingly innocuous items such as fire bottle and cable cutting cartridges) and the capability to render safe Aircraft Assisted Escape Systems (AAES) in conjunction with the **▶ Air Weapons Ordnance Munitions and Explosives (WOME) Incident Support Team (AWIST). ◀**

<sup>7</sup> Resilience Direct QR code found at page 19.

<sup>8</sup> The AAIB is part of the Department of Transport.

### Additional Workforce for APCIM Guarding

25. If an APCIM unit is unable to sustain its longer-term guarding requirement, additional personnel may be requested through the RAFRLO.

### Helicopter Support

26. If helicopter support is required at an Accident / Incident site, the ARO will request it through the DCDSDO. Military helicopter availability is limited and whilst the movement of the Service Inquiry (SI) panel and the recovery of wreckage or components are approved tasks, any domestic or personnel support tasks can only be met on an ad-hoc basis.

### Royal Engineer (RE) Support

27. During the recovery phase the ARO may seek support from the RE. They may formalize their request for RE support from Army HQ through the DCDSDO.

### Typical APCIM Sequence Off-base within the UK

Table 1. Typical APCIM Sequence Off-base within UK

Event	Remarks
Aircraft / Incident occurs.	
DCDSDO initiate APCIM measures.	APCIM callout of Mountain Rescue Service (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. Search and Rescue (SAR) may assist.	Police take control of site. If Incident 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 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 / Incident site.
ARO arrives.	Provides advice to APCIMO on Hazards at Accident / Incident site. Cordon around Accident / Incident site is adjusted as required with advice from EOD, RN INM / RAF CAM.
HEPO / EHO and EOD arrives.	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 Incident but will carry out an initial triage system, subsequently handing the investigation over to ► operating nation ◀ 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 site.	ARO plans removal of wreckage. Initiates helicopter tasking, if required.
DCDSDO hands over C2 to Convening Authority. SI arrives and inspects Accident / Incident site with DAIB.	Signal to include full SITREP actions taken by DCDSDO.

Event	Remarks
DIO attends Accident / Incident 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 responsibilities for the site.

### APCIMO Report

28. Once APCIM activity is complete, the APCIMO is required to provide [▶ DSA-DAIB-Air-Mailbox@mod.gov.uk](mailto:DSA-DAIB-Air-Mailbox@mod.gov.uk) ◀ with an APCIMO Report which forms part of the SI. This will include the following headings:

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

### Accident / Incident Site Considerations

#### Access to Property

29. Entry onto private land, without permission of the landowner, may constitute trespass. Accordingly, before entering private property to mount a guard, Service personnel will need to attempt to obtain permission from the owner or occupier. However, the Military Remains Act<sup>9</sup> states that landowners cannot legally interfere with MOD property or remove Aircraft wreckage even if on their land.

#### Aircraft Assisted Escape Systems (AAES)

30. During immediate Fire and Rescue operations, fire service and SAR personnel will take whatever precautions necessary to affect the rescue of crew or other personnel. Thereafter, except as provided for below, ejection seats and components, survival equipment, and flying clothing will be left undisturbed until the arrival of the ▶ AWIST. ◀ The team will render safe all items of AAES cordoned separately outside the main cordon area but will only enter the main cordon under the guidance of DAIB.

*Note: 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.*

#### Cockpit Voice and Flight Data Recorders (CVFDR)

31. In the aftermath of an Aircraft crash, it is imperative that CVFDR data, if fitted, is recovered for the investigation. Other electronic non-volatile memory devices may also be fitted. If safe to do so, under the guidance of the DAIB, every effort needs to be made to preserve data for the subsequent investigation; this may involve isolating power and carrying out special procedures for handling recording equipment found immersed in water.

<sup>9</sup> The Military Remains Act 1986 s.1: All Aircraft which have crashed in military service whether at land or sea are protected and "It is an offence to tamper / damage / move or unearth any remains unless the Secretary of State has issued a licence to do so".

32. Data from CVFDRs will not be downloaded by anyone without authorization from the DAIB. This includes any Aircraft involved in an Incident that would normally have data downloaded post-sortie as part of normal SOPs. Any equipment will be photographed before and after any intervention.

33. Data may also be recovered from non-Aircraft related equipment such as personal GPS devices, mobile phones and cameras.

### **Cordons and Evacuation Guidance**

34. Mobile telephones, ►smart watches, portable electronic devices, and other electronic communications equipment◄ are not normally to be taken inside the inner cordon; exceptions to this rule will be approved by the ARO or DAIB.

35. In the event of a military Aircraft crash, unless there is convincing proof that no explosion will occur or an exceptional reason that may prevent it, evacuation will need to be enforced immediately if the presence of unexploded ordnance (UXO) of any sort, is suspected.

36. There are 2 degrees of evacuation from the main Accident / Incident site: complete and partial<sup>10</sup>.

a. **Complete evacuation:** 400 m.

b. **Partial evacuation:** 800 m.

37. Partial evacuation applies to all personnel not adequately screened from the Accident / Incident site location. Rooms on the remote side of houses may be occupied, but access / egress will need to be restricted to shielded approaches adequately screened from the Accident / Incident site or location of UXO. If partial evacuation is undertaken the local population will be informed by CivPol.

38. For small items of wreckage, including AAES, falling outside of the 400 m complete evacuation zone, a security cordon of 30 m is sufficient.

39. These evacuation radii will be re-assessed when the EOD team arrive on scene and the ARO can also provide further advice.

40. Advice can be sought from SMEs if there is pressure to reduce the cordon. Liaison with EOD will provide the requisite information regarding clearance from UXO, whilst RAF CAM / RN INM will provide the same expertise regarding Hazmat requirements.

### **Media Considerations**

41. The MOD aims to present a positive, accurate and consistent image. The ability to sustain a professional image may be severely tested following an Aircraft Accident / Incident. Even in the most adverse of circumstances it is important that a positive message is given. Corporate communications at an Accident / Incident site will encompass 2 distinct aspects; firstly the media interest in the Accident and their drive to obtain a story; and secondly, the need to communicate sensitively with the local community. To that end it is imperative that a suitably qualified Corporate Communications Officer (CCO) such as the unit's Media Officer advises the APCIMO appropriately. The MOD Press Office (Tel 0207 218 7907) will be alerted by the DCSDO and will need to be consulted before any statements, other than holding statements, are made to the press.

### **Damage to Property**

42. DIO will visit the site as soon as possible to make an accurate assessment of damage caused, investigate all potential claims, negotiate settlements and advise on the mitigation of further damage. Aircraft recovery activities will not 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. Requests for payment for the use of barns, water etc do not constitute claims in common law, and are a matter for units with APCIM Responsibilities, who will refer to the DIO in the first instance for advice. The DIO representative will be activated by the DCSDO.

43. The APCIMO can assist the DIO in the subsequent compensation negotiations by provision of early photography of the site.

### **Foreign Military Aircraft**

44. In the event of a foreign military Aircraft crash in the UK, the UK will lead on all APCIM response actions whilst the investigation will be led by the operating nation, albeit with support from DAIB.

45. If the Aircraft is from a United States Visiting Forces (USVF) base in the UK, the USVF within the Command Post (CP) of the appropriate station will activate an Installation Command Centre (ICC) or Crisis Action Team (CAT). The USVF have considerable administration, logistics and communications support

<sup>10</sup> JSP364 Joint Service EOD and Search Manual, Volume 2, Table 2E-1 Minimum Cordon Distances.

which they may deploy to the scene of an Accident / Incident, and whilst the MOD will lead on the APCIM response, MOD organizations deployed will work closely with their US counterparts to minimize the duplication of response.

46. The UK CivPol retain primacy of the Accident / Incident site and the UK Coroner (Procurator Fiscal in Scotland) has initial jurisdiction over any human remains although they may hand jurisdiction to USVF. Once satisfied that the crash does not involve a criminal act, CivPol will allow the USVF to investigate as outlined by NATO STANAG 3531<sup>11</sup>. Further detail is provided in the MAPCIM Chapter 2.

### Health and Safety

47. The MOD has a legal obligation under Health and Safety at Work Act (HASAW) legislation to protect Service and civilian personnel and members of the public from the Hazards present at an Aircraft Accident / Incident site. The APCIMO is responsible for ensuring, as far as is practicable, that this obligation is met with assistance from the ARO and RAF CAM / RN INM as appropriate.

48. RAF CAM / RN INM have personnel on call 24/7. These organizations can provide detailed Risk Assessments at the site, together with advice prior to arrival.

### Environmental Protection

49. The MOD has a legal obligation under the Environmental Damage (Prevention and Remediation) (England) Regulations legislation to protect the environment from the Hazards present at an Aircraft Accident / Incident site. The APCIMO is responsible for ensuring, as far as is practicable, that this obligation is met with assistance from the ARO and RAF CAM / RN INM as appropriate.

### Incident Control Post (ICP)

50. For Accidents / Incidents in the UK and Europe, JARTS may deploy their ICP to control access to the inner cordon. The ICP will comprise of one or more caravans and an associated tented annex complex. The JARTS Site Co-ordinator will be responsible for the efficient running and husbandry of this complex and will allocate appropriate areas for use by other parties at the Accident / Incident site.

51. For the outer cordon the APCIMO will set up an ICP as a focal point for all the ongoing activities and agencies, maintaining info boards as required.

### Interim Compensation

52. 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. This will be funded by the lead APCIM Unit. The interim payment is designed to help such people and further details can be found in the MAPCIM.

53. For any claims related queries, contact the MOD Directorate for Judicial Engagement and Policy Common Law Claims & Policy Public Liability Group (DJEP-CLCP Claims PLG) through DIO.

### Land Restoration

54. DIO will oversee site restoration in conjunction with the ARO, with specialist support from RAF CAM / RN INM Hazmat and Environmental Protection Officer / Environmental Health Officer, to the best standard possible. The ARO is responsible for site clearance certificates, organizing the site clearance meeting, and advising the APCIMO of Health and Safety considerations at the site. Whilst the APCIMO may have physically departed the site they may still be called upon for assistance until the land is restored and the Site Clearance Certificate signed.

### Northern Ireland

55. Political and security sensitivities preclude the deployment of a military crash guard in Northern Ireland; this role will be fulfilled by the Police Service Northern Ireland (PSNI). Whilst an APCIMO will deploy to act as the on-site liaison between Civil Emergency Services (CES) and the APCIM responsible unit at Aldergrove Flying Station, that officer will maintain a low public profile and ►will not◄ deploy in uniform. Further specialist military support ►will not◄ deploy until formally requested by the Civil Authority through the RAFRLO, who will maintain close liaison with the PSNI and HQ 38 (Irish) Brigade throughout.

### Pathology (UK only)

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

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<sup>11</sup> Refer to STANAG 3531 - Safety Investigation of Accidents / Serious Incidents Involving Military Aircraft, Missiles, and / or UAS.

## Special and Protected Sites

57. Many Sites of Special Scientific Interest (SSSI) and Protected Sites exist in the UK. The regulators of these areas have legal powers to prevent damage to an area. An Aircraft Accident / Incident may be in or adjacent to a site, and liaison will be made with the relevant authorities, such as Natural England, Scottish Natural Heritage, Countryside Council for Wales or the Northern Ireland Environment Agency, through the RAFRLO, so that sensitive areas may be protected, or damage already caused ameliorated.

58. For specialist advice, contact the DIO specialist environmental team on 01980 674870 or 01980 674820 or, for northern England / Scotland, call 01748 875069.

## Trauma Risk Management (TRiM)

59. TRiM is a Chain of Command function that formalizes good leadership and personnel policy practice<sup>12</sup> in the aftermath of exposure to trauma.

60. Given the potential for exposure to trauma following Aircraft Accidents / Incidents, TRiM may be required to help individuals in order to keep operationally effective and to record, track, monitor and support those involved, directly or indirectly, in a traumatic Incident. TRiM is not a substitute for effective stress management, or for clinical intervention where that is appropriate and is a process for identifying those in need of some help.

61. Caution will need 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.

## Non-UK APCIM

62. APCIM outside of the UK can be immensely difficult especially in a hostile environment where there may be very little time on the ground to carry out standard APCIM activity. Where time and the security of the location allows, standard APCIM procedures need to be followed, in particular the safety of personnel in and around the Accident / Incident site and the preservation of evidence. The organizations previously listed may deploy depending on the circumstances, but the response is likely to be much less than that for an Incident in the UK. Although corporate communications and restoration of the site might not be possible there will still be occasions where they become essential and indeed necessary, so it is advisable to be fully prepared.

63. Any photography (including aerial photography) will prove invaluable to the Accident / Incident investigators. If site access is safe (from a security perspective) but only for a limited period, it may be necessary to remove vital evidence (any sort of mission tapes, flight data recorders etc) in order to help with the investigation.

64. In the event of an Aircraft Accident / Incident which falls under Commander Joint Operations Area of Responsibility, the Permanent Joint Headquarters Operations Controller will need to be informed as soon as possible on 01923 955311.

65. NATO STANAG 3531 states that, for NATO countries, the nation of the Accident / Incident will provide the APCIM response and on-the-ground SMEs for all countries can be found in the IPP 'Yellow Book' available on the DefNet e-library.

## Non-UK APCIM Checklist

66. The table below details information required by ADHs / AM(MF)s in order to establish an APCIM plan prior to deployment, together with additional subjects that may be worthy of consideration (indicated by \*):

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<sup>12</sup> The rightful obligations placed upon us through the Moral Component of Warfare demand that we properly address the needs and welfare of our people. Therefore, a structured and Risk-based approach to stress and resilience management will be an integral part of this requirement.

Table 2. Non-UK APCIM Checklist

Item	Information Required	Remarks
1.	Determine your Operational Command (OPCOM):	
a.	If OPCOM Chief of Joint Operations (CJO) – report to PJHQ	
b.	If not OPCOM CJO – report to DCDSDO	
2.	What is the CivPol role in an Aircraft Accident / Incident?	
3.	Is there a military APCIM organization?	
a.	What procedures are in place, compared to UK?	
b.	Is there an on-site and off-site plan?	
c.	What APCIM capability is available?	
d.	Where is that capability located?	
e.	What are the APCIM contact details?	
f.	Will an Accident / Incident site Guard Force be provided, if not is it feasible to provide from own resources?	
4.	Is there a UK Embassy?	
a.	Is there a Defence / Air Attaché?	
b.	What are the contact details?	
c.	Is an interpreter available / required?	
d.*	Will in country media assistance / facilities be available, if so where from?	
e.	What is the political situation? Is there a requirement for security briefings?	
f.	Are there any cultural, ethnic or religious issues to consider?	
g.	Will armed protection be required?	
h.	How well developed is Health and Safety awareness?	
i.	What arrangements are required to enter the country?	
j.	How much notice to travel is required?	
k.	How efficient is the transport infrastructure?	
5.	Is there a military Accident / Incident investigation organization?	
a.	Where are the Accident / Incident investigation team based?	
b.	What are their contact details?	
c.	Is there a Memorandum of Understanding regarding Accident / Incident Investigation?	
d.	Is the country a member of NATO and covered by STANAG 3531 ▶11◀?	
6.	Is there a civil Accident / Incident investigation organization?	
a.	Where are they based?	
b.	What are their contact details?	
7.	Is there a robust Communications infrastructure?	
a.	What facilities are available in the HN?	
b.	If required will 90SU be available to provide a communications capability in the event of an Aircraft Accident / Incident?	
c.*	Accident / Incident site / Force Protection communications to MOB?	
d.*	Capability to send pictures of an Accident / Incident to the UK?	
8.*	Logistics	
a.*	Availability of domestic facilities for guard force and on-site team.	
b.*	Availability of logistics requirements – ie ground equipment, lifting equipment, access to crane and transport vehicles, ISO containers etc	
9.	Aircraft Hazards	
a.	Prepare a database of potential Aircraft and EP Hazards using the ACHaz Document Set	

<b>Item</b>	<b>Information Required</b>	<b>Remarks</b>
10.*	DAIB / SI Requirements	
a.	Location for storage of evidence	
b.	Office space / Interview space for DAIB / SI Panel	
c.	Office material including telephones / computer access / stationery	
11.	Evidence Preservation	
a.	Procedures in place for evidence photography, preservation and storage	

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## Glossary

AAES	Aircraft Assisted Escape Systems
AAIB	Air Accidents Investigation Branch
ADH / AM(MF)	Aviation Duty Holder / Accountable Manager (Military Flying)
ADR	Accident Data Recorder
APCIM	Aircraft Post Crash and Incident Management
ARCC	Aeronautical Rescue Co-ordination Centre
ARO	Aircraft Recovery Officer
▶AWIST	Air WOME Incident Support Team ◀
CSALMO	Chief Salvage and Marine Operations
CVFDR	Cockpit Voice and Flight Data Recorder
DAIB	Defence Accident Investigation Branch
DCDSDO	Deputy Chief of Defence Staff Duty Officer
DIO	Defence Infrastructure Organisation
EHO	Environmental Health Officer
EOD	Explosive Ordnance Disposal
HASAW	Health and Safety at Work
HEPO	Hazmat and Environmental Protection Officer
ICP	Incident Control Point
IO	Incident Officer
JADTEU	Joint Air Delivery Test and Evaluation Unit
JARTS	Joint Aircraft Recovery and Transportation Squadron
▶JSEODOC	Joint Service EOD Operations Centre ◀
MAA	Military Aviation Authority
MAPCIM	Manual of Aircraft Post Crash and Incident Management
MMMFF	Man Made Mineral Fibre
MRS	Mountain Rescue Service
MRT	Mountain Rescue Team
NMOC	National Maritime Ops Centre
PJHQ	Permanent Joint Headquarters
PPE	Personal Protection Equipment
RAFRLO	Royal Air Force Regional Liaison Officer
RE	Royal Engineer
RPAS	Remotely Piloted Air Systems
SAR	Search and Rescue
SI	Service Inquiry
SSSI	Site of Special Scientific Interest
TCW	Tactical Communications Wing
TRiM	Trauma Risk Management
▶WOME	Weapons Ordnance Munitions and Explosives ◀

## Contact Details for APCIM Responders

Table 3. Contact Details for APCIM Responders

Role	Contact Number	Contact Email
Deputy Chief of Defence Staff Duty Officer (DCDSDO)	02072 188938	<a href="mailto:DCMC-DCDSDO-office@mod.gov.uk">DCMC-DCDSDO-office@mod.gov.uk</a>
National Maritime Ops Centre	999 (Ask for 'Coastguard')	
Mountain Rescue Service / Mountain Rescue Team	Through DCDSDO	
Aircraft Recovery Officer (ARO)		
▶▶	▶▶	
▶ Joint Aircraft Recovery and Transportation Squadron (JARTS) – Duty ARO ◀ JARTS – Duty Ops Ctrl	▶07802 217180 ◀ 07802 327579	
Defence Accident Investigation Branch Duty Co-Ord	01980 348622	
MOD Press Office / DNews	02072 187907	
▶▶	▶▶	
▶ Royal Navy Institute of Naval Medicine (RN INM) – Guardhouse ◀ RN INM – Duty Officer	▶02392 768020 ◀ 07771 865868	
Royal Air Force (RAF) Centre of Aerospace Medicine (RAF CAM) – Duty Environmental Health (EH) Officer RAF CAM – Duty EH Tech	07866 123483 07866 116650	
Explosive Ordnance Disposal – Land Ops Command Duty Watchkeeper	01264 886462 94393 6462 SSS 9298 4393 6183	
▶ Joint Service EOD Operations Centre ◀	▶ Through DCDSDO ◀	
No 3 Mobile Catering Squadron (3 MCS) – Duty SNCO 3 MCS – Duty JNCO 3 MCS – Duty Keys	07976 206596 07976 206847 07976 206963	
Defence Fire and Rescue HQ Duty Officer	07899 067847	
Joint Air Delivery Test and Evaluation Unit / Joint Helicopter Support Squadron	Through DCDSDO	
RAF Regional Liaison Officer (RAFRL0) Scotland	07833 912924	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 North	07825 365333	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 East Midlands	07979 537682	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 East of England	07767 663359	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 London and South East	07770 721494	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 South West	07796 568380	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 West Midlands	07771 730553	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 Wales	07802 348513	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAFRL0 Northern Ireland	07801 900780	<a href="mailto:Air-RAFRL0s@mod.gov.uk">Air-RAFRL0s@mod.gov.uk</a>
RAF Police	Through RAFRL0s or Cyber Defensive Operation Centre	
Royal Engineers	Through DCDSDO	
Directorate for Judicial Engagement and Policy Common Law Claims & Policy Public Liability Group	02072 181842 ▶▶ 02072 183545	

### RAFRLO Boundaries and APCIM Areas of Responsibility

Figure 1. RAFRLO Boundaries and APCIM Areas of Responsibility

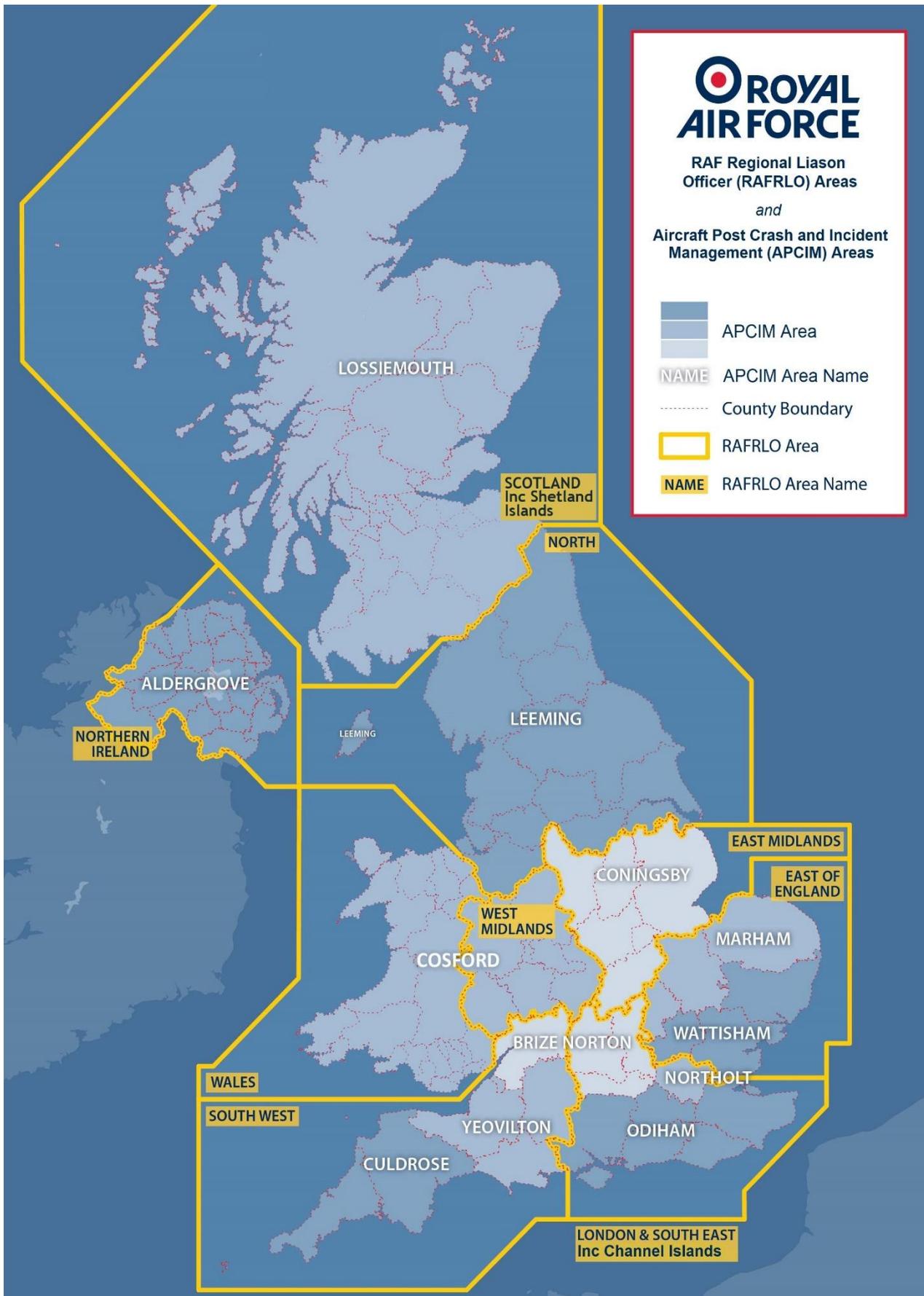


Figure 2. Aircraft Post Crash and Incident Management Quick Reference

<b>Aircraft Post Crash and Incident Management Quick Reference</b>		
 <p><b>Defence Safety Authority</b> Dated: Jan 24</p>	<p>This APCIM* quick reference guide is issued as a handy 1 pager only and is not subject to formal amendment. It is aimed at those personnel who could be called upon to conduct APCIM or carry out the duties of the APCIM Officer (APCIMO) and will be used in conjunction with the following publications:                      MAA Manual of Aircraft Post Crash and Incident Management (MAPCIM).                      MAA Aircraft Post Crash and Incident Management (APCIM) Aide-Memoire (where this sits).                      MAA RA 1410 – Occurrence Reporting and Management.                      MAA RA 1430 – Aircraft Post Crash and Incident Management and significant Occurrence Management.                      Ship / Station / Detachment APCIM orders.</p> <p><i>*APCIM principles and methodology may also apply to 'Downbird' Aircraft depending on circumstances.</i></p>	
<p><b>DCDSO (Call this number FIRST if NOT OPCOM CJO – they will initiate APCIM actions) – (+44) 02072 188938 or 9621 88938</b>  <b>The DCDSO will then notify Single Service points of contact</b>  <b>Defence Accident Investigation Branch (DAIB) Accident Line (+44) 01980 348688</b>  <b>Joint Casualty and Compassionate Centre – JCCC (+44) 01452 519951</b>  <b>If OPCOM CJO call PJHQ Ops Controller - 01923 955311</b></p>		
<p><b>APCIM Aims:</b>                      Health and Safety precautions are taken at the Accident / Incident site to protect the local population and personnel in attendance.                      ► <b>Environmental Protection precautions.</b> ◀                      Preserve evidence for crash investigation.                      Maintain a good image and standing of the armed forces in the public eye.                      Restore the Accident / Incident site to a satisfactory condition as soon as practicable.</p>		
<p><b>Primacy:</b> In general, the CIVPol / SIB has primacy at the Accident / Incident site. Abroad, a Judge or Magistrate may hold primacy at an Accident / Incident site.</p>		
<p><b>APCIMO:</b>                      Noting with whom Primacy rests, the APCIMO will have to act quickly and decisively to gain control by carrying out the <b>Immediate Actions</b> and;                      Where possible obtain permission to access the site from the land or property owner.                      Secure and cordon the site.                      Cordon will be 400 m from the main body of the wreckage.                      Cordon of 30 m required for smaller pieces of wreckage including AAES.                      Guard Force on the outer cordon will not require PPE.                      If personnel are deployed within the outer cordon, SME advice for PPE will be sought from: RN INM / RAF CAM / DAIB / parent unit engineering staff.                      Ejection seats / explosive initiated devices; advice will be sought from an Aircraft type Delivery Team SME,                      ► <b>AWIST</b> ◀ and EOD staff.</p>	<p><b>Handling the Media:</b>                      Do not disclose personal information about those involved.                      Do not speculate as to the cause.                      Be prepared to make <u>brief</u> factual statement to include:                      Aircraft type and where it was from.                      Time and date of crash.                      Number of people on board, whether there were any casualties.                      What the Aircraft was doing, usually a routine training flight.                      SI has been convened, Accident investigation underway.</p>	<p><b>Transient Evidence:</b>                      Cockpit Voice and Flight Data Recorders (CVFDR); locate and isolate power <b>as a priority</b>. Take advice before removal to a secure place.                      Take petrol, oil, and lubricants samples – fuels and oils (if safe to do so and under guidance of DAIB).                      Photograph marks, stains and positions of components and cockpit switches and controls if possible. Arrange aerial photography if possible.                      Collect and secure paper evidence, maps, briefing sheets etc.                      Keep a written log of actions and decisions at the site.</p>
<p><b>Operational Theatre / Non-UK APCIM:</b>                      APCIM principles remain the same but; Establish links with Embassy and HN.                      Geographical, environmental and climate influences have an effect.                      Local / cultural / legal issues have to be considered and Consular assistance will usually be required.                      The tactical and operational issues will alter if and how APCIM is carried out.                      Level of APCIM will be at the discretion of the Op Command.                      Guard force site protection Rules Of Engagement to be considered and agreed.                      Be able to react if threat level rises.</p>	<p><b>IMMEDIATE ACTIONS:</b>  <b>STOP, THINK, KEEP CALM</b>                      Obtain a full brief from the emergency services / response team on site.                      Carry out site Health and Safety Risk Assessment.                      Take steps to preserve and record transient evidence – esp CVFDR.                      Establish a cordon around the site.                      Set up an Incident Control Post.                      Establish communications with the Command.                      Record what you have done - Set up an actions and decisions log.</p>	<p><b>APCIMO Additional Considerations:</b>                      Be prepared to encounter fatalities and bio-hazards.                      Be prepared to deal calmly and politely with external parties calling on CivPol assistance as required.                      Conduct a face-to-face handover to additional APCIMOs where a 24 hour presence is required.                      Cordon sentries / guard commander are supplied by the lead MOD establishment covering the Accident / Incident site location in the UK.                      Consider TRIM for all personnel.</p>
<p><b>Crash on Deck:</b>                      Ship safety is paramount.                      Consider Risks to landing airborne Aircraft or the continued use of the flight deck on multi-spot Ships.                      Preserve evidence - take samples and photographs.                      Cordon, control access and mitigate Risks.                      Impound flight deck video.  <b>Crash into the Sea:</b>                      Record location details; GPS, wind, sea state and position markers.                      Impound Air Traffic Control / Radar / Plots / Cmd tapes                      Collect, collate and coordinate floating debris (Time and Location when found).</p>	<p><b>Personnel and Supporting Organizations with Site Access Authorisation:</b>                      Mountain Rescue Team will provide an initial cordon for up to 72 hours after crash.                      Pathologist, Coroner / Procurator Fiscal and the Coroner's Officer (Fatal Accidents).                      Crash Investigators; DAIB and Service Inquiry (may include civilian AAIB staff).                      RN INM / RAF CAM EHO will be available to give specific Health and Safety (H&amp;S), PPE, RLS and environmental advice.                      ► <b>AWIST</b> ◀ will be looking at the AAES and SE aspects of the Accident / Incident and will provide EHO / Prac.                      JARTS to conduct Aircraft and wreckage recovery after the initial phases of Accident / Incident investigation. They conduct a H&amp;S risk assessment and advise accordingly. They will be led by an ARO who may need to call for additional support from the Royal Engineers or private contractors.                      The DIO representative will carry out a survey and assess damage caused and handle future compensation claims etc.                      A JADTEU representative may need to make an assessment of the wreckage in order to carry out a helicopter lift off site where there is no vehicular access; this will be lead through the ARO.                      Any CSALMO requirements will be tasked through DCDSO.</p>	

Figure 3. Resilience Direct QR Code.

RD Aircraft hazard info



<https://collaborate.resilience.gov.uk/RDService/home/140701/MOD-Aircraft-Crash-Hazards-Document-Set---ACHaz>

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## APCIMO – ‘Top Tips’

### Preparation

1. Conduct regular training exercises involving all agencies to familiarize yourself with unit orders, the MAPCIM, this Aide Memoire and your unit crash kit that you will be using at the Accident / Incident site.
2. Get to know your RAFRLO.

### Immediate actions

3. Report to Unit APCIM Control Room. Obtain brief from the Unit APCIM Incident Commander and collect APCIMO bag. Begin a log of events and actions.
4. Request an APCIMO ‘assistant’ to accompany you to the site. Does not need to be Incident Officer qualified, but will act as a PA to the APCIMO and can act as a scribe to take over your log of events.
5. Establish whether the loan of Airwave sets is required and if it has been arranged (RAFRLO can assist). It may be easier to have them delivered to the Accident / Incident site.
6. Telephone RAFRLO – discuss situation.
7. Establish (through Ops) the name and contact details of the ARO and DAIB lead Eng. Attempt to contact both prior to departing to obtain their estimated time of arrival (ETA) at the Accident / Incident site.
8. Contact the police authority in charge of the Incident – they may be operating on Airwave. Discuss the APCIM procedures and support available, provide your ETA (and that of the ARO / DAIB if available). Alternatively ask your home unit to do this for you whilst you are en route and ensure a point of contact **▶ is ◀** passed to you.
9. Consider taking the Media Communications Officer (MCO) / Community Relations Officer (CRO) / CCO and a photographer (if daylight) with you to the site. If at night, arrange to have a photographer arrive at first light. Establish with Ops if aerial photography has been arranged or liaise with CivPol to establish whether a police helicopter has taken footage.
10. Change into appropriate clothing: Personal Clothing System – boots, beret. Take cold and wet weather clothing as appropriate and civilian attire (minimum 48 hours kit).
11. Don’t drive yourself to the site; your mind will be on the Incident and not the road. You will also be required to answer phone calls which you cannot do if driving.

### At the Accident / Incident site

12. Maintain a log of events – this is essential and will help with the post APCIM report.
13. Establish who is in charge of the site when you arrive – this may be more difficult than you expect! On arrival at the Accident / Incident the lead emergency services command vehicle will have blue lights still flashing, which indicates the Incident Commander’s vehicle. This is likely to be the Police Bronze Commander.
14. If Fire and Rescue operations are still taking place at the site, wait until these are complete before attempting to take control.
15. Landowner’s permission will need to be sought prior to entering private property – CivPol will be able to assist. Refer queries on compensation and cases of immediate financial distress to the unit APCIM Control Room or the DIO representative if on site.
16. If MRS is on site, take over C2 of military activity from the team leader (normally conducted in daylight). If the Accident / Incident site is in an austere location, the MRS may remain on site for longer to assist with Safety precautions.
17. Establish comms with home unit in order to relay facts as soon as possible – notify requirements for Guard Force support and communications. It is important there is a flow of information.
18. Record details of all witnesses and people who hand in wreckage – CivPol will assist with this. When you arrive on scene CivPol may hand you details of witnesses, these will be passed to DAIB on arrival.
19. CivPol have initial primacy over the site and over body recovery. The police will work closely and in co-operation with the APCIMO. Only the Coroner / Procurator Fiscal (in Scotland) or their Officer / Agent has the right to coordinate body recovery.
20. When the Guard force arrives, consult with EOD, the ARO and DAIB, establish an ICP if not yet set up and confirm cordon requirements. Deny access (apart from police, ARO, President of the SI and DAIB Investigators). If in doubt check with the DAIB. Ensure all personnel on site are logged in and out.

21. Comms – There is a procedure called MTPAS (Mobile Telecommunications Privileged Access Scheme) which prioritises the mobile network to emergency responders and those attending the scene of an Accident / Incident as required. Handsets can be installed with privileged access sims to facilitate comms between the organizations involved. The Gold commander may authorize this. If Airwave is being utilized, brief guard force via Guard Commander on network discipline and site communication procedures.
22. Continue to pass SITREPs back to your unit on a regular basis.
23. Media. Use MCO / Public Relations Officer (PRO) / CCO. Be prepared to make a statement if absolutely necessary; however, CivPol may take the lead. Make sure that you are familiar with the initial 'holding statements' as listed in the MAPCIM. Seek advice from the Defence Press Office before making a statement – there may be an official 'line to take'. Remember 'no comment' is not an option!

### Potential issues

24. Immediately after the crash local people may have many questions that need to be dealt with by the APCIMO.
- a. Was the Aircraft armed?
25. If the wreckage has burnt:
- a. Is the air now polluted / toxic?
  - b. Can we let children out to play?
26. Other questions may include:
- a. Will we get compensation / who from / what do we need to do?
  - b. Who will clear up the mess?
  - c. Will the land be contaminated forever?
27. The APCIMO can be the focal point for local anger:
- a. Why was the Aircraft low flying?
  - b. "It was an Accident waiting to happen".
  - c. Why low fly here?
  - d. Why was the Aircraft doing what it was doing?
28. The public might not realize that, in the initial stages, the recovery operation may take between 2-3 weeks to complete. This could mean heavy vehicles on their roads, lots of personnel in camouflage uniform (often assumed to be Army).
29. Arrange for the local population to be briefed on power, gas, telephone or water disconnection, if this is necessary to enable wreckage to be removed safely. Talking to locals and advising them of the process will give them a sense of involvement and shows that the MOD is concerned about them. Restrict such viewing to appropriate persons only.
30. Remember to delegate; don't get lost in the detail.
31. The APCIMO is vital in providing the link between JARTS and the supporting unit, particularly in matters such as Motor Transport, POL and supply support. JARTS are self-sufficient, but they do not have infinite supplies.
32. An effective Guard Commander is required and will significantly reduce the workload of the APCIMO. However, the APCIMO remains the site commander and will retain an overall awareness of activities; you may need to exercise leadership skills not normally used in your day-to-day duties. Remember to keep the guard force informed in order to retain interest and motivation.

### Guards and guarding are not the responsibility of the ARO.

33. Potential problems to be aware of:
- a. Bored guards tampering with wreckage / equipment at night or driving vehicles off road inappropriately.
  - b. Inappropriate dress, joviality and gallows humour in sight of the press and public.
  - c. Consider removing mobile phones from the guard force to avoid inappropriate use of photographs and social media.
  - d. Guards being ill-equipped for duties ie insufficient cold (or hot) weather clothing.

- e. A gradual reduction of support from the home unit as time passes.
- f. Insufficient or inappropriate food.
- g. Availability of RLS, including latrine / WC facilities.

*The APCIMO is the focal point for all activities on site, both civil and military. It is imperative therefore that they provide on-site continuity from the day of the crash right through to the handing back of the site to the landowner.*

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

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**DAIB (Air) Witness / Passenger Questionnaire**

The aim of the Defence Accident Investigation Branch (DAIB) (part of the Defence Safety Authority (DSA)), will be to carry out an independent, no blame, Flight Safety investigation and to assist a Service Inquiry panel in producing recommendations which may help improve Flight Safety and reduce the Risks of Accidents / Incident in the future. Any information provided would be greatly appreciated and may prove vital to the findings of the panel. Thank you.

**Personal Details**

Full name: .....

Address: .....

.....

.....

Telephone: (Home) ..... (Work) ..... (Mobile) .....

Occupation: ..... Email: .....

**Flight Details if known**

Date: ..... Location: .....

Your location relative to the Accident / Incident: .....

A / C Flight From: ..... To: .....

Persons with you at time of the Accident / Incident: .....

.....

**Description of Event**

How and when did you realise something was wrong? .....

.....

.....

.....

Please give a brief account of what you heard and / or saw / felt / smelt:

.....

.....

.....

.....

.....

Please give a brief description of your immediate actions: .....

.....

.....

.....



**Accident / Incident Summary Notes**

**Time / Date Nature of Incident (Brief Summary of the Accident / Incident only)**

**Time / Date tasked for the Accident / Incident, by whom**

**ARO and main Team members**

**DAIB Team**

**AAES Investigation Team**

**Environmental Health Officer**

**Hazmat and Environmental Protection Officer**

**Notes**

Draft for NPA

**APCIMO On-Site Checklist**

Table 4. APCIMO On-site Checklist

<b>Contacts</b>	<b>Name</b>	<b>Number</b>
DCDSDO	Duty Desk	02072 188938
PJHQ	Duty Desk	01923 955311
MRS Team Leader		
CivPol Incident Officer		
DAIB Investigator In Charge		
ARO		
RAF CAM / RN INM		
EOD		
RAFRLO		
Station Ops		
Squadron Ops		
CRO / PRO / MCO		

<b>Useful Contacts</b>	<b>Number</b>
DAIB Duty Co-ord	01980 348622
DAIB APCIM	07584 884965
MOD Press Office	02072 187907
RN INM Guardhouse	07771 865868 02392 768020
RAF CAM – Duty EH Officer RAF CAM – Duty EH Tech	07866 123483 07866 116650
JARTS	07802 327579
EOD - Land Ops Command (LOC) Duty Watchkeeper	01264 886462 / 94393 6462 / SSS 9298 4393 6183
3 MCS – Duty SNCO 3 MCS – Duty JNCO 3 MCS – Duty Keys	07976 206596 07976 206847 07976 206963
DFR HQ Duty Officer	07899 067847

On Site Actions	Complete	Additional Notes
Establish Contact with CivPol Incident Officer.		
Establish contact with MRS Team Leader.		
Set out 400m cordon (discuss requirement with ►AWIST◄ / EOD / JARTS / RAF CAM / RN INM).		
Set up ICP and establish a briefing routine.		
Establish comms with home unit.		
Establish contact with DAIB.		
Ensure entire wreckage has been accounted for.		
Establish armament state of Aircraft.		
Ensure team life support is in place (inc 3 MCS callout).		
Where required identify any key items of wreckage (CVFDR).		
Where required (by DAIB) gather samples.		
Collate any witness statements.		

Draft for NPA