

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

### Rationale

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

### Contents

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

### Regulation 1430(1)

#### Aviation Duty Holders and Heads of Establishment

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

### Acceptable Means of Compliance 1430(1)

#### Aviation Duty Holders and Heads of Establishment

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

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

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

<sup>3</sup> Commanding Officers of aviation capable His Majesty (HM) and Royal Fleet Auxiliary (RFA) Ships ►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, ADHs and HoEs can authorize ► and justify APCIMOs ranked down to OR7 (or equivalent). The names and justification of APCIMOs ranked below OF3 (or equivalent) **should** ◀ 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.
  - i. ► Units with regional Responsibilities will conduct APCIM seminars every 2 years, under the guidance of the RAF Regional Liaison Officers (RAFRLO), to promote engagement and awareness of APCIM. ◀

**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.

<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 MAA02 – Military Aviation Authority Master Glossary. ◀

**Guidance  
Material  
1430(1)**

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>.
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 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>.

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

<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)

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.

► **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.

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>.