

DEPARTMENT OF THE ARMY
HEADQUARTERS, U.S. ARMY FIELD ARTILLERY CENTER AND FORT SILL
FORT SILL, OKLAHOMA 73503-5100

USAFACFS Regulation
No. 385-3

6 February 2001

Safety
FORT SILL AIRCRAFT PREACCIDENT PLAN

1. PURPOSE. This regulation prescribes actions to be taken by commanders and staff officers as shown in appendix A when an emergency, (ground or air) or accident, (aircraft or ground) occurs at Henry Post Army Airfield (HPAAF), or on or near the Fort Sill military reservation. This plan applies to all Fort Sill based aviation units and other aviation units temporarily at Fort Sill.

2. REFERENCES.

- a. AR 360-1, Public Information.
- b. AR 385-40, Accident Reporting and Records.
- c. AR 385-95, Army Aviation Accident Prevention.
- d. AR 420-90, Fire and Emergency Services.
- e. AR 600-8-1, Army Casualty System.
- f. DA Pamphlet 385-40, Army Accident Investigation and Reporting.
- g. TRADOC Regulation 385-2, Safety Program.
- h. USAFACFS Regulation 385-4, Fort Sill Aviation Mishap Prevention Plan.

3. PLAN EVALUATION. The Installation Aviation Safety Officer (IASO) or his/her representative will evaluate quarterly the plan during an actual emergency or "mock" drill to ensure currency/proficiency. During the "mock" drill evaluations, all primary stations will respond. We may notify secondary stations to participate as deemed necessary to ensure that the plan is functional.

*This regulation supersedes USAFACFS Pamphlet 385-95, 29 April 1994.

4. INITIAL EMERGENCY/ACCIDENT REPORT. The first person observing or receiving a report of an aircraft/ground emergency or accident at or near Fort Sill will report the following information to, Fort Sill Air Traffic Control Tower (ATCT), Fort Sill Army Radar Approach Control (ARAC), or HPAAF Flight Dispatch. Furnish or obtain the following information.

- a. Location of the emergency.
- b. Type of aircraft and aircraft identification (if available).
- c. Description of the damage or emergency.
- d. Number of personnel injured and severity of injuries (if known).
- e. Whether or not fire is involved.
- f. Whether or not hazardous cargo is on board.

NOTE 1: If hazardous cargo is on board, notify Aircraft Rescue and Firefighting (ARFF) immediately.

NOTE 2: If aircraft is carrying explosive ordnance, contact the 761st Ordnance Company (EOD) immediately at 442-2313.

- g. Accessibility to the aircraft's location by ground vehicles.
- h. Name, rank, organization, location, and telephone number (or aircraft call sign) of individual reporting the accident.
- i. Other known agencies notified or proceeding to the site.

5. OVERDUE AIRCRAFT. Use the following procedures when a Fort Sill based aircraft, including temporary based aircraft working out of Fort Sill, is suspected or known missing within the Fort Sill local flying area. (NOTE: Conduct search and rescue effort for aircraft out of the local flying area and flight following with Federal Aviation Administration (FAA) facilities in the normal manner by the Search and Rescue Coordination Center.) Director, DPTM and Emergency Operations Center (EOC) will direct response/assistance from Fort Sill assets. (Note: Make all coordinations through HPAAF Operations during normal duty hours. After duty hours accomplish coordination through ARAC.)

a. Phase 1 - Initiate communications and ramp checks 30 minutes after the last required position report. Any agency that becomes aware of a missing aircraft will notify HPAAF Flight Dispatch giving all known details. HPAAF Flight Dispatch will coordinate a radio search and ramp check as follows.

- (1) A radio search on all Fort Sill Tower and ARAC frequencies.

(2) Notify the duty officer of the aircraft unit of assignment so he/she may direct the unit in the conduct of a thorough ramp check, to include all assigned and temporary parking areas.

(3) A radio search by the owning unit utilizing all assigned frequencies. Report results to HPAAF Flight Dispatch.

(4) A radio search by FAA facilities coordinated through McAlester Flight Service Station (FSS).

(5) Furnish results of communications and ramp checks to HPAAF Flight Dispatch.

b. Phase II - Search. In the event the communications and ramp checks prove negative, conduct a physical search.

(1) All actual searches for a missing aircraft will be done under the direction of the HPAAF Operations Officer/Fort Sill's Search and Rescue Officer who will coordinate with the Rescue Coordination Center for additional SAR assets.

(2) Fort Sill EOC will act as prime communications coordinator.

(3) The owning unit will (upon request from the Director, DPTM or his/her designated representative) initiate action to search (utilizing organic aircraft) known or suspected routes which may have been used by the missing aircraft.

(4) In the event that the initial route search proves negative, search and rescue aircraft will contact Fort Sill Approach Control for additional search and/or other instructions.

(5) When subject aircraft has been located and further assistance is required, HPAAF Flight Dispatch will activate the Primary and Secondary Crash Alarm Systems. The information in paragraph 4 will be needed to provide timely assistance.

6. UNCONFIRMED AIRCRAFT EMERGENCIES. Periodically, situations are reported and/or occur which necessitate limited investigation: an aircraft on landing at a field site inadvertently places its transponder to emergency; an aircraft suddenly disappears from the radar scope; a resident observes an aircraft going down just beyond the tree line; etc. Initiate the following actions upon receipt of any unconfirmed aircraft emergency.

a. HPAAF Flight Dispatch will notify the following units.

(1) 82^d MEDEVAC Detachment.

(2) Fort Sill Control Tower.

- (3) Fort Sill ARAC.
- (4) Fort Worth Center.
- (5) McAlester FSS.
- (6) Director, DPTM.
- (7) EOC.
- (8) HPAAF Operations Officer.
- (9) Installation Aviation Safety Officer (IASO).

b. The 82^d MEDEVAC Detachment will proceed to the suspected location and conduct a search for possible extraction, establishing and maintaining communication with Fort Sill Approach Control on 290.375 UHF/118.6 or 120.55 VHF.

c. As directed, ARAC or the EOC will alert local law enforcement agencies for possible commitment in the search and rescue effort, and ask the commander of that agency to notify the HPAAF Operations Officer when ready.

d. The HPAAF Operations Officer or his/her designated representative will--

(1) Coordinate the control of the search and rescue operation until higher headquarters assumes responsibility.

(2) Act as central coordinator for all local search and rescue operations.

e. The Search and Rescue frequency will be FM 32.20.

f. When the aircraft is located and a confirmed emergency exists, Fort Sill Air Traffic Control Tower, (ATCT), or Army Radar Approach Control, (ARAC) will activate the Primary and Secondary Crash Alarm Systems. The information contained in paragraph 4 will be needed to provide timely assistance.

NOTE: Crash rescue vehicles (fire trucks) will not be dispatched to assist in the search for unconfirmed aircraft emergencies.

7. EMERGENCY SITE COORDINATOR. The Fire Department Incident Commander on the scene is the overall site coordinator until all potential fire hazards are under control, rescue operations are complete, and the area has been declared safe. The IASO will act as the site coordinator pending arrival of the accident investigation board. The Military Police (MP) Company will provide crowd control as required.

8. COMMAND NOTIFICATION PROCEDURES. This plan provides for timely notification of the Director, DPTM of any aircraft accident and or emergency. The Director, DPTM will inform the Commanding General and command group personnel in accordance with instructions contained in appendix A.

9. TERMINATION OF EMERGENCIES.

a. The HPAAF Operations Officer has overall responsibility for termination and release of assets responding to an emergency that requires activation of the Fort Sill Preaccident Plan.

b. The Fire Department Incident Commander that responds to an emergency will notify the Air Traffic Control (ATC) Tower when all phases of the firefighting and rescue operations are completed. ATC Tower will relay this information to HPAAF Flight Dispatch and ARAC, as appropriate. After coordination with the HPAAF Operations Officer, ATC Tower or ARAC, as appropriate will notify the Primary Alarm Stations of termination of the emergency. HPAAF Flight Dispatch will notify the Secondary Alarm Stations of termination of the emergency.

10. CRASH ALARM SYSTEMS.

a. Primary Alarm Circuit. The Primary Alarm circuit is made up of stations/elements involved in saving life and or minimizing injury or property damage. The communications system is a direct wire, closed circuit telephone system maintained by DOIM. Designated stations will test the system daily. The Primary Crash Alarm System connects these stations.

STATIONS

Fort Sill Control Tower	(Activator)
ARAC	(Activator)
Fire Station #1	(Fort Sill)
Fire Station #2	(Fort Sill)
Fire Station #3	(Fort Sill)
Ambulance Station	(RACH)
MEDEVAC Helicopter	(HPAAF)
OL-A 3WS	(HPAAF)
Lawton 911	(Lawton)
HPAAF Flight Dispatch	(HPAAF)

b. Secondary Crash Alarm Circuit. The Secondary Crash Alarm System is established to inform certain administrative personnel of an aircraft accident or emergency. HPAAF Flight Dispatch will activate the system as directed when the Primary Crash Alarm System is activated. The system is wired through the Fort Sill telephone switch and provides for automatic override on the administrative offices shown below when activated by HPAAF Flight Dispatch.

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Installation Safety Office	442-4215
Airfield Operations	442-6160
Public Affairs Officer	442-4500
Directorate of Logistics	442-3708
MP Company	442-2101

NOTE: During other than normal duty hours, the HPAAF Operations Officer and the IASO is notified using home telephone or cell phone.

c. Others. Some accidents (e.g., those involving serious injuries or fatalities) may require action by sections and/or personnel not listed on the primary or secondary circuits. IASO will notify these sections, as required, using normal telephonic channels. Sections which have potential involvement are listed below and are listed under "other" on the attached Preaccident Plan telephone roster.

- (1) Director of Plans, Training, and Mobilization.
- (2) Accident Investigation Board.
- (3) Staff Judge Advocate.
- (4) Field Officer of the Day (FOD) (after duty hours.)
- (5) IIIrd Armored Corps Artillery Chaplain.
- (6) Director of Public Works.
- (7) Director of Environmental Management.
- (8) Director of Information Management.
- (9) 761st Ordnance Company (EOD).
- (10) Military Personnel/AG (Casualty Section)
- (11) CID (notify upon death of any military or military dependent).

d. Telephone Number Alert Roster. Organizations must update HPAAF Alert Roster semiannually (appendix F).

Appendix A
Aircraft Preaccident Plan Implementing Instructions

A-1. GENERAL.

a. The Fort Sill Preaccident Plan is the direct responsibility of the Commanding General, Headquarters, U.S. Army Field Artillery Center and Fort Sill, Fort Sill, Oklahoma, who has delegated the responsibility for implementation to the Director, DPTM.

b. Maintain close coordination with all organizations having similar or related functions in order to obtain maximum effectiveness. This refers particularly to accidents occurring off the airfield, but within a reasonable radius (15 miles), which may require outside assistance to accomplish rescue, medical attention, fire extinguishment, adequate safeguarding of property, or investigation.

c. Report on and off the airfield accidents involving aircraft to HPAAF Flight Dispatch (DSN 639-5808/3012, commercial (580) 442-5808/3012) or by radio to Fort Sill ATC Tower, or Fort Sill Approach Control, (ARAC). The receiving agency will immediately activate the Primary Crash Alarm or notify a station with activation capabilities, giving full details of the accident or emergency in progress and assistance needed.

d. In the event a ground convoy becomes necessary, personnel and equipment required will line up in the parking lot adjacent to Building 4907 Airfield Operations. Director, DPTM will designate a convoy commander as required.

e. All sections (stations) listed in this plan will ensure that personnel responding to this plan are familiar with all applicable procedures, and FS Form 460-E-R (Report of Aircraft Mishap). Explanation of this form is included in appendix B. Conspicuously post a copy of this plan and form near the designated station telephone.

A-2. PRIMARY CRASH ALARM.

a. Fort Sill ATC Tower or ARAC will activate the Primary Crash Alarm System when an accident is observed, reported, or when a pilot declares an emergency.

b. HPAAF Flight Dispatch must activate the Secondary Crash Alarm System as directed when the Primary Crash Alarm System is activated.

A3. FORT SILL AIR TRAFIC CONTROL TOWER (ATCT). ATCT will--

a. Activate the Primary Alarm System when an accident is observed, reported, or when a pilot declares an emergency.

b. Relay all accident/emergency data received to primary stations.

c. Alert all traffic to the emergency and grant traffic priority to search and rescue aircraft/vehicles.

d. Close field to traffic if necessary. Close the runway once an inbound emergency has landed. The runway will remain closed until a foreign object damage (FOD) check has been completed by HPAAF Operations. The Fire Department Incident Commander will be in charge of the scene until the runway has been cleared. HPAAF Flight Dispatch will be the POC for opening the runway.

e. Notify Fort Sill Approach Control of all emergencies and airfield status.

f. Keeps a current Fort Sill Special 1:50,000 map conspicuously posted and ensure that all tower personnel are familiar with the map.

g. Conduct a communications test of the Primary Alarm at 0800, Monday- Friday.

A-4. FORT SILL ARMY APPROACH CONTROL (ARAC). ARAC will--

a. Assume the responsibilities of Fort Sill Air Traffic Control Tower, (ATCT) items a thru d when tower is closed.

b. Notify Range Control to cease firing or close ranges if the accident occurs on or in the vicinity of the impact areas or firing positions until the accident or emergency is terminated (442-2994/2904). Coordinate the reopening of ranges through Fort Sill Approach (opening and closing telephone calls will be made during "mock" drills).

c. Relay request from the accident area for special or additional assistance or equipment to HPAAF Flight Dispatch.

d. Activate a 3KM Restricted Operating Zone (ROZ) once the mishap site location is confirmed. Authorize only aircraft requested to assist to operate within the ROZ. Aircraft operating in the ROZ will monitor the Accident Site Emergency Frequency (123.05).

A-5. MEDEVAC HELICOPTER. MEDEVAC helicopter provides/will--

a. 24-hour coverage.

b. A crew of two pilots, one crew chief, and one medic properly equipped and familiar with the MEDEVAC standard operating procedure (SOP).

c. Be positioned at a designated helipad to expedite reaction time and proceed to site location when confirmed.

d. Be notified by the Primary Alarm System.

- e. Evacuate casualties to the designated medical facility.
- f. Radios preliminary report of crash scene to tower or controlling agency to aid ground rescue operation.
- g. Transportation for medical personnel, crash crews, and medical supplies as directed by Director, DPTM.
- h. Have a current Fort Sill Special 1:50,000 map aboard and the pilots will be familiar with the map.
- i. Respond to any declared in-flight emergency or precautionary landing as required.
- j. Be prepared to perform initial search and rescue operations.

A-6. POST FIRE DEPARTMENT.

- a. Post Fire Department will respond immediately to accidents occurring anywhere in the cantonment areas, on the military reservation, or within a 15-mile radius of Fort Sill at the direction of the Fire Chief or SFO.
- b. The Incident Commander, (IC) at the scene will control operations until the threat of fire and/or rescue operations have been terminated.
- c. Where location or nature of crash indicates need for "outside" fire extinguishing services, initiates direct request from appropriate fire departments.
- d. Post Fire Department keeps a current Fort Sill Special 1:50,000 map available in each vehicle and one conspicuously posted in the Fire Station. Ensures that all personnel are familiar with the map. Determines the off-post fire stations most proximate in each off-post area and maintains telephone numbers with the preaccident plan.
- e. Post Fire Department directs crash crew training. Ensures that crash crews are familiar with the location of cantonment area helipads and helicopter landing sites and that a current list of these sites are posted at the fire station.
- f. Post Fire Department advises the Director, DPTM (after duty hours, Fort Sill FOD) when dangerous or hazardous cargo warrants the presence of specialists (Ordinance Officer, Chemical Officer etc.).
- g. Post Fire Department activates the Fort Sill Local Emergency Plan if environmental or hazardous cargo is involved. Proponent for this plan is the Directorate of Environmental Quality.

h. Upon termination of fire threat and/or rescue operations, the IC will release the site to IASO, or designated representative.

A-7. CRASH FIRE STATION NO. 2. Crash Fire Station No. 2 will--

a. Respond immediately (at the direction of the Fire Chief or senior fire official (SFO)) to the alarm if the accident is on HPAAF, visible from HPAAF, or if a large aircraft is involved within a 15-mile radius of HPAAF and an accurate location of the accident is known.

b. Control the crash site until the fire is extinguished and rescue efforts are completed.

c. Maintain emergency radio contact with ATCT or ARAC during the emergency.

d. Maintain required manning on absolute alert 24 hours per day, 7 days per week.

e. Conduct appropriate training of all personnel. Ensure that crash fire crews are familiar with the location of cantonment area helipads and helicopter landing areas as published in Fort Sill Memorandum 95-1. Maintain a current copy of Fort Sill Memorandum 95-1 at all Crash Fire Stations.

f. Keeps a current Fort Sill Special 1:50,000 map available in each emergency vehicle and one conspicuously posted in the Crash Fire Station. Ensure that all personnel are familiar with the map.

A-8. CRASH FIRE STATION NO. 3. Crash Fire Station No. 3 will--

a. Respond immediately to the alarm and conduct rescue and fire suppression as necessary when the emergency is within the air traffic area of HPAAF or other areas as directed by the SFO on duty or in charge.

b. Control crash site until fire is extinguished or until area is safe for entry by authorized personnel.

c. Maintain emergency radio contact with ATCT or ARAC during the emergency.

d. Request additional fire fighting equipment when needed because of location or nature of the accident.

e. Maintain required manning.

A-9. REYNOLDS ARMY COMMUNITY HOSPITAL (RACH). RACH will--

a. Provide one completely equipped ambulance to include medical personnel from the Ambulance Section to report to the front of building 4907 (HPAAF operations

building), or directly to the accident site when so directed during the primary notification or via radio instructions on the crash net.

b. Keep a current Fort Sill Special 1:50,000 map available in each emergency vehicle and one conspicuously posted in the emergency room. Ensure that all personnel are familiar with the map.

c. Comply with the Reynolds Army Community Hospital (RACH) Emergency Preparedness Plan.

d. Have RACH Communications Section inform the responding ambulance crews of the best routes to reach the general area shown on the Fort Sill Special map.

e. Request additional ambulance and medical assistance when necessary because of unusual nature or location of the crash.

f. Have the Emergency Room supervise transportation of the injured and provide emergency medical treatment as needed.

g. Periodically train all medical personnel who may be assigned crash/rescue duties.

h. Summon the on-call Aviation Medical Officer to report to the Emergency Room to perform the following duties.

(1) Perform medical evaluations of all aircrew members after a Class A - C aviation mishap.

(2) Ensure blood and urine samples are taken immediately for all Class A - C aviation mishaps. Ensure formal chain of custody is maintained.

i. Require the Aviation Medical Officer to--

(1) Assist Aviation Accident Investigation Board proceedings as requested.

(2) Coordinate for medical photography, pathology support, and assistance from local civilian medical authorities as required in the event of an off-post mishap.

(3) Notify and coordinate transportation for professional medical personnel supporting an off-post aircraft accident investigation.

A-10. WEATHER DETACHMENT, OL-A 3WS. Weather Detachment will--

a. Upon notification or actual sighting of an aircraft accident, will--

(1) Immediately take and record a local weather observation. (Make a transcript for Accident Investigation Board.)

(2) Provide additional weather information as required.

b. Upon notification of an in-flight emergency, the duty observer will intensify the weather watch to ensure maximum support to the aircraft in distress.

c. Be a member of the Accident Investigation Board if weather factors are thought to have been a contributing factors to the mishap.

A-11. AVIATION DIVISION FLIGHT DISPATCH. Aviation Division Flight Dispatch will-

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a. Will notify ATC Tower or ARAC (as appropriate) to initiate the Primary Crash Alarm System for any aircraft accident or emergency reported to them by telephone.

b. Initiate the Secondary Crash Alarm System as directed when the Primary Alarm System is activated.

c. Receive and relay accident/emergency data to all primary and secondary stations.

d. Relay requests from the accident area for special/additional assistance or equipment.

e. Control, direct, coordinate, and dispatch personnel, aircraft, and equipment to service the crash scene until such time as this responsibility is transferred to the on-site coordinator.

f. Serve as center for collection and dissemination of accident information.

g. Notify the HPAAF Operations Officer, IASO, and the commander owning the aircraft.

h. Determine which aircraft may be affected in the event of an on airfield accident and ensure the information is furnished to ARTCC, Fort Worth, DSN 885-1371, and McAlester FSS, 1-800 722-4223 as appropriate.

i. Determine the approximate length of time that the accident/emergency will affect operations at HPAAF and publish appropriate flight advisories.

j. Ensure all stations on the Primary Alarm System are notified when the emergency has been terminated.

k. Notify Secondary Alarm System stations after accident/emergency has been terminated and relay information to appropriate personnel.

l. Reopen the airfield for normal operations after coordinating with ATC, ARFF, IASO, and the HPAAF Operations Officer, or his/her designated representative.

m. Conduct a communications test of the Secondary Crash Alarm System at 0800 daily.

NOTE: The HPAAF Operations Officer is responsible for actions outlined in items (i) through (m) above; however, HPAAF Flight Dispatch will continue to perform those duties until relieved.

A-12. SECONDARY CRASH ALARM SYSTEM.

a. The Secondary Crash Alarm System is designed to inform appropriate administrative personnel in case of an accident or emergency.

b. HPAAF Flight Dispatch will activate the Secondary Crash Alarm System whenever the Primary Crash Alarm System is activated.

c. The following administrative elements comprise the Secondary Crash Alarm System. Additional sections which may be required to act are listed under "OTHER" and will be individually notified by the IASO.

Installation Safety Office	442-4215
Airfield Operations	442-6160
Public Affairs Officer	442-4500
Directorate of Logistics	442-3708
MP Company	442-2101

A-13. INSTALLATION AVIATION SAFETY OFFICER. IASO will--

a. Proceed to the scene of the accident and, after crash rescue operations are completed, take charge of and control access to the site until the arrival of the Accident Investigation Board.

b. Ascertain the classification of the accident.

c. Keep Director, DPTM informed.

d. Establish and control a "crash pass" system.

e. Review implementation of this plan to ensure that all agencies conduct periodic tests to ensure the adequacy of the plan for all phases and circumstances.

f. Arrange to provide a photographer and survey team at the accident site.

g. Notify the following immediately when the accident is a Class A, B, or C.

TRADOC(duty hours)	DSN 680-5904/2194 Commercial (757) 788-5904
TRADOC EOC (after duty hours)	DSN 680-2256 Commercial (757) 788-2256
Army Safety Center	DSN 558-2660/3410 Commercial (205) 255-2660

h. Notify personnel or sections listed under “OTHER” as appropriate.

A-14. INSTALLATION SAFETY OFFICE. Installation Safety Office will assist the Installation Aviation Safety Officer in the implementation of this plan.

A-15. PUBLIC AFFAIRS OFFICE. PAO will—

a. Determine whether a PAO representative is needed at the accident site.

b. Advise the senior officer on the scene of news media activity in the area and coordinate with the President of the Accident Investigation Board or the IASO to permit appropriate interviews and photographs.

c. Establish ground rules with the senior officer or security officer on the scene for media access.

d. Inform media representatives of the ban on photographing or sketching classified material in the area.

e. Maintain liaison with local news agencies in accordance with AR 360-1.

A-16. DIRECTORATE OF LOGISTICS (DOL). DOL will--

a. Provide technical assistance, facilities, and equipment necessary for the inspection, recovery, and storage of the aircraft or wreckage, as required.

b. Provide aircraft damage estimates.

A-17. MILITARY POLICE COMPANY. MP Company will--

a. Dispatch to the assembly point (HPAAF (Building 4907), HPAAF operations building, or as directed) military police needed to provide adequate security and order at the crash scene to prevent pilferage of wreckage (IAW 18 USC, AR 360-1) until the arrival of the guard force. Equip Military Police with all necessary items to ensure they can maintain security.

b. Escort crash convoys to the accident scene when needed.

- c. Ensure that all Military Police patrols know the best routes to all general areas represented on the Fort Sill Special Map 1:50.000.
- d. Determine off-post police departments most proximate to each off-post area and post telephone numbers and radio control data on the preaccident plan.
- e. Establish liaison with local law enforcement agencies for control of civilians at an off-post crash site.
- f. Provide radio communications by use of patrol cars, when necessary.

A-18. DPTM. Director, DPTM will--

- a. Notify the following members of the Command Group (in order).
 - (1) Garrison Commander.
 - (2) Chief of Staff.
 - (3) Commanding General.
- b. Relay information to the Command Group as follows.
 - (1) Time and place of accident.
 - (2) Type aircraft and unit involved.
 - (3) Injuries sustained by occupants (if none, so state).
 - (4) Brief description of accident, if known.
- c. Notify the commander(s) of the pilot-in-command and unit owning the downed aircraft.
- d. Provide air transportation, as required.

A-19. OTHER.

- a. Notify personnel or sections listed under "OTHER" when there has been an actual aircraft accident and it is determined their assistance is needed.
- b. Aircraft Accident Investigation Board.
 - (1) The IASO is responsible for coordination with the Army Safety Center, Fort Rucker, Alabama, and Fort Sill units relative to the selection of the President and additional Board members.

(2) Duties are outlined in DA Pamphlet 385-40 and AR 385-40.

(3) IASO will coordinate and provide assistance required.

c. President of Accident Investigation Board will--

(1) Take appropriate action, as deemed necessary, in accordance with current U.S. Army and Air Force regulations.

(2) Notify Director, DPTM of pertinent crash data and progress of the aircraft investigation, when appropriate.

d. Staff Judge Advocate will--

(1) Provide legal advice to the Collateral Board during the investigation of aircraft accidents or incidents.

(2) Investigate potential claims against the government.

e. Field Officer of the Day (FOD) during nonduty hours will--

(1) Notify all activities listed in the instruction manual covering emergencies involving military aircraft.

(2) Accept any calls from on or off post (including collect calls) which are made for the purpose of reporting an aircraft mishap, and immediately have the call transferred to ARAC.

f. IIIrd Armored Corps Artillery Chaplain will--

(1) When needed, proceed to the accident scene and provide necessary services.

(2) Assist as a member of the Critical Incident Debrief Team as requested.

g. Directorate of Public Works will upon notification, provide personnel and apparatus to clear land, move earth, or perform other engineering functions relating to the accident which are within DPW's capability.

h. Directorate of Environmental Management will--

(1) Provide the technical assistance for hazardous assessment, containment, clean up and disposal of any hazardous material found at the accident site.

(2) Provide initial response to spill/release, incident assessment, and recommendations for evacuation/isolation.

(3) Conduct or coordinate clean up and disposal operations after approval of the Aviation Accident Investigation Board President or representative.

(4) Determine whether the hazardous material released by the accident/incident is reportable under Federal and State guidelines and file appropriate reports.

i. Directorate of Information Management will--

(1) Provide and maintain the Primary Crash Alarm System, Secondary Crash Alarm System, and Conference Calls (Plans A and B.)

(2) Notify the HPAAF Flight Dispatch of any telephone number changes for personnel/activities on the Primary, Secondary, or other Crash Alarm System.

j. Military Personnel/AG(Casualty Section) will--

(1) Designate the Duty Officer for duty during nonduty hours.

(2) Prepare and dispatch necessary casualty reports.

(3) Request a notification officer and/or appoint a survivor assistance officer, if necessary.

(4) Activate the Fort Sill Casualty Operations Plan, if necessary.

k. 761st Ordnance Company (EOD) will--

(1) Provide technical guidance on explosive hazards (ejection seats, JATO bottles, munitions, etc).

(2) Render safe or dispose of the explosive hazards.

Appendix B
Report of Aircraft Accident

B-1. GENERAL. Primary and Secondary Alarm Systems stations will use FS Form 460-E-R to transmit and record aircraft accident data. (FS Form 460-E-R is available to download electronically from the Fort Sill Internet. Site locations is--

http://sill-www.army.mil/doim/FS_Blank_Forms/FS_BLANK_FORMS.htm

B-2. INSTRUCTIONS.

a. Part I will be used by all stations. Pass information by block number as it becomes available.

b. HPAAF Flight Dispatch only will use Part II.

B-3. RESPONSIBILITIES. Each station on both the Primary and Secondary Alarm Systems is responsible for--

a. Designating one telephone (for the secondary system stations) as THE CRASH ALARM PHONE.

b. Ensuring that a sufficient supply of FS Form 460-E-R are conspicuously placed near designated Primary and Secondary Alarm System Telephone.

c. Ensuring that nonduty hour personnel (SDO, staff duty noncommissioned officer, etc.) are thoroughly briefed on their crash alarm system responsibilities and procedures to receive accident data.

NOTE: When the primary crash alarm phone rings, pick up and listen. DO NOT TALK OR ASK QUESTIONS UNTIL THE END OF THE TRANSMISSION.

Appendix C
Guard Force

C-1. GENERAL. The owning unit is responsible for providing the guard force for any aircraft mishap. Military Police will provide initial site security. The exception to this is 82^d MEDEVAC Detachment. The EOC will coordinate the guard force detail for mishaps involving 82^d MEDEVAC aircraft.

C-2. MISHAP SITE GUARDS. Mishap site guards will--

- a. Protect all military and civilian property in the vicinity of the accident site.
- b. Prohibit removal of deceased persons until approved by proper authority (i.e., Accident Site Commander, President of the Accident Board).
- c. Prohibit the movement of any wreckage, except to facilitate removal of injured personnel, until released by the President of the Accident Investigation Board. If an emergency occurs requiring movement of wreckage, show the Investigation Board the original location of the parts and inform them which parts were moved.
- d. Admit only authorized personnel access to the crash site. Authorized personnel will have in their possession a crash site pass, issued by the Board, IASO, or the Accident Site Commander.
- e. Prevent disturbance of physical evidence, such as gouges or marks on the ground.
- f. Not enter the crash site or tamper with any physical evidence or parts of the wreckage.
- g. Not smoke within 500 feet of the accident site. Recommend establishment of an authorized smoking area.
- h. On Fort Sill or a military reservation allow no photographs or filming of the wreckage site or personnel unless approved by the President of the Accident Investigation Board or the PAO.
- i. Ensure that all classified materials are removed or covered prior to photographs or filming of the wreckage by news media. If problems are encountered, the Guard Force officer in charge should contact the Military Police or local police.
- j. Not answer any questions or make any statements. Refer all questions will to the President of the Accident Board or the PAO.

NOTE: Do not discuss this accident or share information about this accident with ANYONE except members of the Accident Investigation Board.

Appendix D
Accident Site Hazards and Countermeasures

D-1. PURPOSE. The purpose of this annex is to ensure that emergency response personnel are familiar with the potential health hazards present at the accident site and are knowledgeable and capable of implementing risk control measures to reduce or eliminate exposure to these hazards.

D-2. GENERAL.

a. Fort Sill Installation emergency response personnel that respond to the location of an accident site will incur increased risk from exposure to advanced composite material particulates, airborne fibers, toxic smoke and fumes, radiological hazards, and bloodborne pathogens. It is imperative that the following risk management controls and countermeasures be implemented to reduce the potential for exposure to accident site hazards.

b. Because aircraft crashes occur under a diverse assortment of weather and terrain conditions, with widely varying degrees of airframe destruction, a universally applicable set of risk control precautions is not practical. However, the potentially harmful vapors, gases, composite particulates, bloodborne pathogens, and airborne fibers necessitate that the following safety precautions be observed.

(1) Minimize unnecessary personnel. While the aircraft wreckage is still burning or smoking, only fire fighters equipped with Self-Contained Breathing Apparatus (SCBA) will be in the immediate vicinity of the mishap until the fire chief determines that the area is fire-safe. Advanced firefighting techniques, equipment, and protection may be required, although the specifics are beyond the scope of this appendix. Although proximity suits and SCBA should be adequate protection, firefighters should be aware of the potential puncture/abrasion hazards associated with crash/fire-damaged composites and any liquefied materials/chemicals. Although secondary in importance to fire control and extinguishment, care should be taken to avoid high-pressure water break-up and dispersal of composite structures. Any loose ash or residue should be secured in place with foam as necessary until decontamination procedures are started. Containment of suppression and material effluent may be necessary, as determined by the on-scene authority.

(2) For aircraft mishaps involving a fire/explosion, restrict all unprotected personnel from assembling downwind of the crash site and prevent them from entering the peripheral area, as determined by the on-scene commander (Senior Fire Department Official). As a guide, recommend the peripheral area be defined as more than 50 yards away from the damaged composite parts, but may vary depending on environmental conditions. Recommend roping or cordoning off the area as soon as possible and using a single entry/exit point. The only individuals authorized in the immediate mishap site and peripheral areas will be those that are sufficiently protected.

(3) Areas affected by direct and dense fallout from the smoke plume in the immediate vicinity of the mishap site should be evacuated, including removal of easily mobile, critical equipment. Aircraft exposed to the immediate fallout area should be moved as soon as possible, inspected, and cleaned afterwards, along with severely affected equipment.

(4) An aircraft specialist (i.e., representative from the weapon systems manager or Division Aviation Maintenance Office) may be needed to identify composites and other hazardous materials to mishap response personnel and the Accident Investigation Board.

(5) To avoid the redissemination of composite fibers and particulate before a fixant is applied, personnel must minimize disturbing the crash site. Do not allow other aircraft to operate within a distance where prop or rotor wash could affect the mishap site. Aside from the obvious health hazard, intake of fibers into the electrical/mechanical systems of an operating aircraft could cause failure resulting in an additional flight incident.

(6) To protect the medical staff, contaminated victims/response personnel should have their outer garments removed at the scene, if practical. Otherwise, victims shall be covered to prevent dispersion of contaminants while they are being transported. At the medical facility, contaminated victim clothing should be identified and handled accordingly.

(7) When exiting the crash site, personnel should use a HEPA filtered vacuum, if available, to remove advanced composite contaminants from their outer clothing and work equipment. If a HEPA vacuum is unavailable, efforts shall be made to wipe or brush off as much contamination as possible.

c. Every emergency response agency, or any unit responding with personnel to the site of an aircraft mishap, must have SOPs that outline work practices required to ensure proper management of the hazards and specifies the protective equipment necessary to minimize the risks.

Appendix E
Glossary

Section I
Abbreviations

ARFF	Airfield Rescue and Fire Fighting
DPTM	Directorate of Plans, Training, and Mobilization
FOD	Foreign Object Damage
HPAAF	Henry Post Army Airfield
IASO	Installation Aviation Safety Officer
PAO	Public Affairs Office
RACH	Reynolds Army Community Hospital
ROZ	Restricted Operating Zone

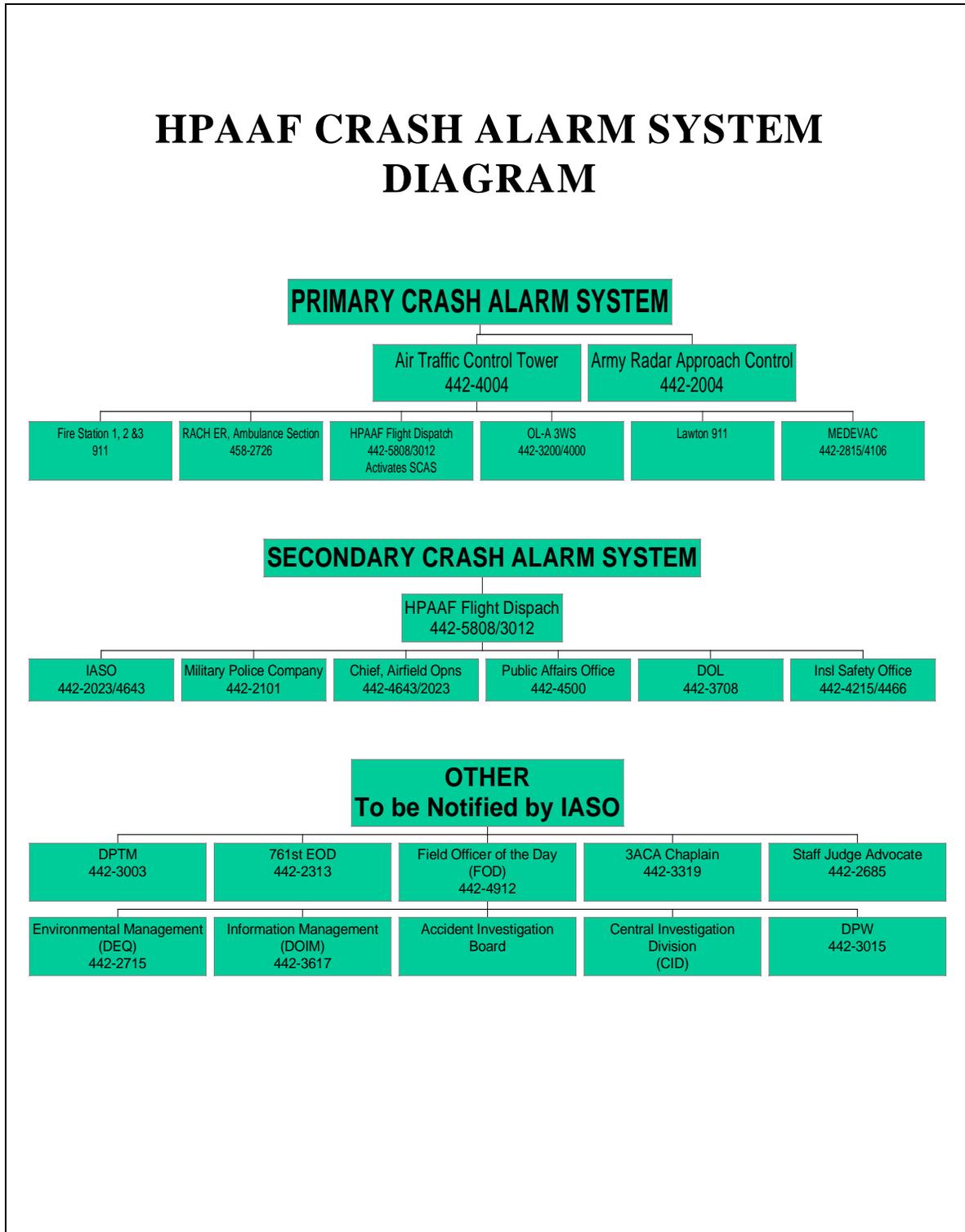
Section II
Terms

This section contains no entries.

Section III
Special Abbreviations and Terms

This section contains no entries.

Appendix F
HPAAF CRASH ALARM SYSTEM DIAGRAM
(Telephone Number Alert Roster)



(ATZR-P)

FOR THE COMMANDER:



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