

Fort Sill Pamphlet 385-90-1

Safety

Fort Sill Aircraft Pre-Accident Plan

**Department of the Army
Headquarters, USAFCOEFs
455 McNair Avenue, Suite 100
Fort Sill, OK 73503
1 October 2021**

UNCLASSIFIED

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Effective 5 October 2021

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History. This pamphlet supersedes Henry Post Army Airfield Aviation Pre-Accident Plan dated 6 Feb 2017.

Summary. This new pamphlet implements the Fort Sill Aviation Safety Program established to promote safety within the aviation community through education and the application of information and techniques oriented to aviation, including unmanned aircraft systems. The pamphlet defines procedures to be used by the safety component of protecting the force to be an integral part of Army aviation operations and integrates Composite Risk Management into existing command processes. This pamphlet implements the requirements of AR 385-10 DA PAM 385-90 and other directives. This regulation is distributed and published solely through the Directorate of Human Resources, Administrative Services
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Supplementation. Supplementation of this pamphlet is prohibited, unless specifically approved by the Directorate of Plans, Training, Mobilization, and Security (DPTMS).

Suggested Improvements. The proponent of this pamphlet is DPTMS. Users are invited to send comments and suggest improvements on Department of the Army (DA) Form 2028 (Recommended Changes to Publications and Blank Forms) to DPTMS, ATTN: AMIM-SIO, Fort Sill Oklahoma 73503.

Applicability. This pamphlet applies to the activities, departments, and units described herein.



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Chapter 1

Introduction

1-1. Purpose—

- a. Establishes the promotion of safety within the Army aviation community through education and the application of information and techniques oriented to aviation, including unmanned aircraft systems.
- b. Defines procedures and processes to be used by the safety component of protecting the force to be an integral part of aviation training and operations.
- c. Provides functions, policies, and duties for the integration of safety and Composite Risk Management (CRM) into existing command processes.

1-2. References—Required and related publications and prescribed and referenced forms are listed below—

- a. AR 360-1, The Army Public Affairs Program, 8 October 2020
- b. AR 385-10, Army Safety Program, 24 February 2017
- c. DA PAM 385-90, Army Aviation Accident Prevention Program, 28 August 2007
- d. AR 420-1, Army Facilities Management, 12 February 2008
- e. AR 638-8, Army Casualty Program, 7 June 2019
- f. DA Pamphlet 385-40, Army Accident Investigations and Reporting, 18 March 2015
- g. USAFACFS Regulation 385-4, Fort Sill Ground Pre-accident Plan.
- h. AR 95-2, Air Traffic Control, Airfield/Heliport, and Airspace Operations, 31 March 2016

1-3. Explanation of Abbreviations and Terms—Abbreviations and terms used in this regulation are explained in the glossary.

1-4. Definitions—

- a. Aircraft Incident/Accident – An unplanned event that causes personal injury, illness, or property damage.
- b. Aircraft Emergency – An event for which an individual perceives that a response is essential to prevent or reduce injury or property damage according to AR 385-10 (Army Safety Program). The severity of the emergency is dependent on the situation and may

range from loss of aircraft control with a crash landing eminent to an event that makes continued flight inadvisable.

c. Overdue Aircraft – An aircraft is considered overdue when it has failed to arrive at its destination, compulsory reporting point, or clearance limit within 30 minutes of the estimated time of arrival, and communications with or location of the aircraft cannot be established.

Chapter 2 Aviation Pre-Accident Plan

2-1. General—

a. Fort Sill has an active airfield used by Army and Air Force units for training. This plan prescribes the actions that commanders and key personnel listed in plan and Appendix A must accomplish immediately after an aircraft accident, an aircraft declares an emergency, or an aircraft is overdue. The degree to which each directorate participates is dependent on the severity of the damage, location of the incident, and the owning aircraft's command. This plan applies to all Fort Sill based aviation units and other aviation units temporarily at Fort Sill.

b. Enemy Forces. None.

c. Friendly Forces.

(1) All Fort Sill agencies and organizations.

(2) All units assigned to Fort Sill.

(3) All military units (Army or sister services) operating in and around Fort Sill.

(4) Federal, state, county, and local emergency services personnel that will be involved in an aviation incident on the installation or within the civilian community.

d. Attachments and Detachments. To be determined and task organized as required by the mission.

e. Assumptions

(1) Aviation units are trained in the operation and maintenance of assigned aircraft.

(2) Aviation units operating on Fort Sill or in Fort Sill airspace and Fort Sill response agencies have radio/telephonic communications with Henry Post Army Airfield (HPAAF).

(3) Fort Sill response agencies are familiar with and train for response operation on HPAAF, the cantonment area, and range areas on the installation.

(4) Fort Sill response agencies are trained in the Incident Command System (ICS).

2-2. MISSION—To prepare Fort Sill agencies/organizations and temporarily assigned aviation units to prepare and respond to aircraft incidents (overdue, emergency, or accident) in the range and cantonment area of Fort Sill. To establish coordination procedures with civilian authorities in response to a military aviation incident outside installation boundaries.

2-3. EXECUTION—Concept of Operation—

a. Phases of Aviation Incident/Accident Operations:

(1) Phase I – Readiness: Agencies train and prepare for aviation incident/accident.

(2) Phase II – Initial Response: Initial action upon notification of an aircraft accident/incident. Emergency response agencies respond to aircraft incident/accident. DES (Fire and Emergency Services) establishes initial incident command.

(3) Phase III – Control: Agencies continue response and provide resources to maintain control of the operations and accident scene. DES (Fire and Emergency Services) continues incident command unless transferred to HPAAF Operations Officer.

(4) Phase IV – Investigation and Recovery: Agencies provide resources to complete the investigation and recovery. Incident Command should be transferred to HPAAF Operations Officer before the beginning of this phase.

(5) Phase V – Closing Actions: Agencies complete aviation incident/accident operations. HPAAF Operations Officer terminates Incident Command structure for the incident/accident at this time.

b. Aircraft Incidents/Accidents – Initial Emergency/Accident Report. Any person observing an aircraft incident/accident or who receives a report of an aircraft emergency or incident/accident at or near Fort Sill report the following information to Fort Sill 911. Obtain and furnish as much of the following information as possible:

(1) Location of the emergency.

(2) Type of aircraft and aircraft identification (if available).

(3) Description of the damage or emergency.

- (4) Number of personnel injured and severity of injuries (if known).
- (5) Whether or not fire is involved.
- (6) Whether or not hazardous cargo is on board.

NOTE 1: If hazardous cargo is on board, notify the Fire Department (Dial 911) immediately.

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

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

c. **Overdue Aircraft:** Any organization that becomes aware of an overdue aircraft will notify the appropriate organization listed in NOTE 1 below and provide information as requested.

NOTE 1: During normal duty hours (Mon- Fri 0730 – 1600), coordinate actions with the HPAAF Operations Officer. After duty hours, coordinate actions with Fort Worth Flight Service Station (FSS) 817-858-7584.

d. **Phase I – Radio/Ramp check:** Upon notification of a suspected overdue aircraft initiate communications and ramp checks 30 minutes after the last required position report.

- (1) A radio search on all Fort Sill CTAF and Approach Control radio frequencies.
- (2) Contact the owning unit's flight operations to assist 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 internal frequencies.
- (4) A radio search by FAA facilities coordinated through Fort Worth Flight Service Station (FSS).

e. **Phase II – Search:** In the event the communications and ramp checks prove unsuccessful, conduct a search.

NOTE 2: 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 Air Force Rescue Coordination Center (AFRCC). The designated Incident Commander will direct response and assistance efforts.

(1) All actual searches for a missing aircraft will be done under the direction of the designated Incident Commander (IC) who will coordinate with the AFRCC for additional SAR assets according to annex N (Search and Rescue) to Fort Sill Military Support to Civil Authorities Plan (MSCAP).

(2) Fort Sill IOC will facilitate coordination for additional support from internal and external agencies upon request by the IC.

(3) The owning unit will (upon request from the Director, Directorate of Plans, Training, Mobilization, and Security (DPTMS), or his/her designated representative) initiate action to search (utilizing organic aircraft) known or suspected routes that may have been used by the missing aircraft.

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

(5) When the subject aircraft is located and an aircraft accident/incident has occurred, activate the Crash Notification System.

f. Unconfirmed Aircraft Emergencies

(1) Periodically, situations are reported and/or occur which necessitate limited investigation.

(2) An aircraft on landing at a field site inadvertently places its transponder to emergency.

(3) An aircraft suddenly disappears from the radar scope; a resident observes an aircraft going down just beyond the tree line, etc.

(4) Any organization receiving a report contact HPAAF management.

g. Operations Officer (HPAAF) will initiate an investigation by notifying the following agencies upon receipt of any unconfirmed aircraft emergency:

(1) Fort Sill ARAC

(2) Fort Worth Air Traffic Control Center (ARTCC)

(3) Fort Worth Flight Service Station (FSS)

(4) IOC

h. As directed the IOC 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 Incident Commander when ready.

i. Incident Commander (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.

j. The Search and Rescue frequency is FM 32.20.

k. When the aircraft is located and a confirmed emergency exists, IC will notify First Responders and transmit the appropriate emergency report information.

NOTE: The Fire Department will not dispatch ARFF vehicles to search for aircraft.

l. Termination of Emergencies

(1) The HPAAF Operations Officer (as Incident Commander) has overall responsibility for demobilization and release of assets responding to an emergency that requires activation of the Fort Sill Pre-accident Plan.

(2) The Initial Incident Commander (Fire and Emergency Service) that responds to an emergency will notify the HPAAF Operations Officer when all phases of the firefighting and rescue operations are completed. After coordination with the HPAAF Operations Officer, IOC, as appropriate will notify participating parties of termination of the emergency.

m. Notification Systems – The Notification System is a direct-wire, closed circuit, voice telephone system connecting first responder agencies that coordinate communications and operations, rescue personnel, or protect lives and property. The Notification System connects the stations below.

(1) Fort Sill 911 (Activator)

(2) Fire Station #1 (Fort Sill)

(3) Fire Station #2 (Fort Sill)

(4) Ambulance Station (RAHC)

(5) IOC

n. Others – Some accidents (e.g., those involving serious injuries or fatalities) may require action by sections and/or personnel not listed on the Notification System. These sections will be notified as required, using normal telephonic channels. Sections which have potential involvement are listed below and are listed under “other” on the attached Pre-accident Plan telephone roster.

- (1) Directorate of Plans, Training, Mobilization, and Security (DPTMS)
- (2) Airfield Manager
- (3) Office of the Staff Judge Advocate (OSJA)
- (4) Religious Services Office (RSO)
- (5) Director of Public Works/ Environmental Quality Division (DPW/EQD)
- (6) Director, Network Enterprise Center (NEC)
- (7) 761st Ordnance Company (EOD)
- (8) Human Resources Directorate - Military Personnel/AG (Casualty Section)
- (9) Criminal Investigation Division (CID) (notify upon death of any military or military dependent)
- (10) Logistics Readiness Center (LRC)
- (11) Public Affairs Office (PAO)

o. Tasks–

- (1) Garrison Commander, Fort Sill will:
 - (a) Provide direct support of daily and emergency operations at HPAAF.
 - (b) Coordinate with civilian authorities as needed for response to aviation incidents/accidents outside the boundaries of Fort Sill.
- (2) DPTMS Installation Operations Center (IOC) will:
 - (a) Serve as a conduit for information collection, analysis, and flow during preparation drills and emergency operations.
 - (b) Coordinate response efforts with the on-scene IC. Provide a liaison to the IC.
- (3) Installation Aviation Safety Officer will:

(a) Evaluate the plan quarterly and report the results to the Installation Aviation Safety Council.

(b) Provide aviation incident/accident support as required to preserve the scene and potential evidence.

(c) Provide Army Radar Approach Control (ARAC). Provide ARAC support during preparations for and response to an aviation incident/accident as required within this plan.

(d) Provide Fort Sill Weather Operations (FSWO) weather support during preparations for and response to an aviation incident/accident as required within this plan.

(e) Provide Force Protection Branch support with technical guidance and expertise on training and implementation of the Incident Command System (ICS) within the various agencies.

(f) Provide HPAAF Operations with ICS trained Incident Commander/Operations Section Chief to coordinate and direct aviation incident/accident response once the immediate life safety issues have been mitigated by DES (Fire and Emergency Services).

(4) Director, Network Enterprise Center will:

(a) Install, maintain, and upgrade the Notification System as needed.

(b) Provide ICS trained personnel for Communications Unit support to the IC upon request.

(5) Resource Management Office will:

(a) Provide an ICS trained Finance Section Chief and any finance support staff to the (IC) during an aviation incident/accident (upon request by the IC or IOC).

(b) Provide additional resource management resources as required during response and recovery to an aviation incident/accident.

(6) Director, Directorate of Human Resources (DHR) will provide casualty assistance resources to the IC during an aviation incident/accident as required within this plan.

(7) Director, Logistics Readiness Center will:

(a) Provide an ICS trained Logistics Section Chief and any support staff to the IC during an aviation incident/accident (upon request by the IC or IOC).

(b) Provide logistics resources during an aviation incident/accident as required within this plan.

(c) Provide Fatality Management services if required in response to an aviation incident/accident as required within this plan.

(8) Commander, Reynolds Army Health Clinic (RAHC), Emergency Medical Services (EMS) will:

(a) Provide and or coordinate emergency medical services during preparation for and response to a military aviation incident/accident.

(b) Provide ICS trained medical personnel to fill the roles with the Medical Branch.

(9) Department of Behavioral Services will:

(a) Provide critical debrief resources as required during response and recovery to an aviation incident/accident.

(b) Coordinate with the Religious Support Office (RSO) to provide debriefing resources.

(10) Flight Surgeon will:

(a) Provide medical and investigative support as required within this plan.

(b) Maintain training in aviation incident/accident support and investigations.

(11) Director, Directorate of Emergency Services (DES), Fire and Emergency Services will:

(a) Establish the initial Incident Command operations during an aviation incident/accident.

(b) Provide an ICS trained IC to an aviation incident/accident.

(c) Coordinate with HPAAF Operations Officer for transfer of Incident Command (IC) once life safety issues have been mitigated.

(d) Ensure all Fire Department personnel are trained on the Incident Command System (ICS) and the associated IC support roles that may be required.

(e) Provide an ARFF response risk assessment annually or if aviation mission changes to the Installation Aviation Safety Officer.

(12) Law Enforcement will:

(a) Provide an ICS trained support staff to appropriate agency during an aviation incident/accident (upon request by the IC or IOC).

(b) Be prepared to provide an Aircraft Security detail to respond to an aviation incident/accident until unit can provide their own security.

(c) Recommend deployment of an Aircraft Security detail, if necessary, during an aviation incident/accident.

(13) Director, Directorate of Public Works (DPW) will provide public works assistance during an aviation incident/accident as required within this plan to include response and cleanup, damage assessments, and ICS trained personnel to support the IC.

(14) Installation Legal Office will provide legal advice and assistance as needed in preparation for and response to a military aviation incident/accident on the installation or within the local community as required within this plan.

(15) Installation Safety Office (ISO) will provide safety office advice and assistance as needed in preparation for and response to an aviation incident/accident as required within this plan.

(16) Public Affairs Office will provide an ICS trained Public Information Officer to the IC during an aviation incident/accident (upon request by the IC or IOC) as directed in this plan.

(17) Religious Support Office will:

(a) Provide religious support as needed in preparation for and response to an aviation incident/accident as required within this plan.

(b) Coordinate as needed with RAHC Department of Behavioral Services for additional critical debrief resources.

(18) 761st EOD will provide and train EOD personnel as directed in this plan to support an aviation incident/accident.

(19) Aviation units operating on Henry Post Army Airfield will:

(a) All units will prepare a unit level SOP in support of this document.

(b) All units will implement this plan immediately upon arrival to HPAAF.

(c) Be prepared to provide an Aircraft Security detail to respond to a unit

aviation incident/accident.

(20) Coordinating Instructions – Organizations tasked to provide assistance with an aviation incident/accident as outlined in the base plan and Annexes will prepare agency support plans in coordination with HPAAF Operations at (580) 442-2023/4643.

2-4. ADMINISTRATION AND LOGISTICS–

- a. Administration: This Plan is effective for planning upon receipt.
- b. Logistics: To be determined by aviation incident/accident.

2-5. COMMAND AND SIGNAL–

- a. Command: Normal Chain of Command is in effect.
- b. Signal: Normal SOI is in effect.

ANNEXES:

Appendix A: Aircraft Pre-Accident Plan

Appendix B: Aircraft Accident Report Procedures

Appendix C: Guard Force

Appendix D: Accident Site Hazards and Countermeasures

Appendix E: Glossary

Appendix F: Fort Sill Notification System Diagram

Appendix G: Sample DA Form 7305, Telephonic Notification of Aviation Accident Incident, Oct 2013

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AMIM -SIL-PW (DPW)

AMIM -SIL-PA (PAO)

APPENDIX A

Aircraft Pre-Accident Plan

STOP!
READ THIS BEFORE PROCEEDING
Do Not Release Accident Information
Information Pertaining to Accidents is FOR OFFICIAL USE ONLY

***Release Information IAW AR 385-10 and DA PAM 385-40, or as approved by the
FORT SILL PUBLIC AFFAIRS OFFICER***

INSTRUCTIONS. This Appendix applies to, ARAC, DES (Fire Station No. 2, DES (Fire Station), RAHC, FSWO, DPTMS (HPAAF Management), IOC, Installation Aviation Safety Officer, ISO, DES (Law Enforcement), PAO, LRC, RAHC (Flight Surgeon), 761st Explosive Ordinance Disposal (EOD), OSJA, RSO, DHR, and DPW. Refer to *General Instructions* on the last page of Appendix A first.

1. PHASE I – READINESS
2. PHASE II – INITIAL RESPONSE
3. PHASE III – CONTROL
4. PHASE IV – INVESTIGATION AND RECOVERY
5. PHASE V – CLOSING ACTIONS

ARMY RADAR APPROACH CONTROL (ARAC)

1. PHASE I – READINESS

- a. Comply with the general instructions.
- b. Participate in emergency response drills.
- c. Report system problems to the Chief, Air Traffic Control (ATC).
- d. Keep a current Fort Sill ACS&R and Fort Sill special 1:50,000 map conspicuously posted and ensure that ARAC personnel are familiar with the map.

2. PHASE II – INITIAL RESPONSE

- a. Notify Range Control to cease firing or to close ranges if the accident occurs on or near the impact areas or firing positions until the accident or emergency is terminated.
- b. Once the incident site location is confirmed, activate a 3KM Restricted Operating Zone (ROZ) centered on the accident site.
- c. Authorize only aircraft requested to assist to operate within the ROZ.
- d. Direct aircraft operating within the ROZ to monitor the accident site emergency frequency.

3. PHASE III – CONTROL: Relay requests from the accident area for special or additional assistance or equipment to HPAAF management.

4. PHASE IV – INVESTIGATION AND RECOVERY

- a. Collect and secure all logs, voice, and RADAR recordings
- b. Provide the materials to the accident investigation board.

5. PHASE V – CLOSING ACTIONS

- a. Coordinate with Range Control to reopen ranges.
- b. Contact the IOC when operations in support of the accident have been completed.

DIRECTORATE OF EMERGENCY SERVICES (DES) will:

1. PHASE I – READINESS

- a. Provide a continuous ARFF response capability.
- b. Participate in tests and emergency response drills.
- c. Ensure that crews are familiar with the location of cantonment area helipads and helicopter landing areas as published in Fort Sill Regulation 95-1.
- d. Keep a current Fort Sill Special 1:50,000 map in each emergency vehicle and one posted in the Crash Fire Station near a notification telephone. Ensure that all personnel are familiar with the map.
- e. Complete an ARFF response risk assessment annually or upon aviation mission changes. Submit to the Installation Aviation Safety Officer.

2. PHASE II – INITIAL RESPONSE

- 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 as directed by emergency services (911).
- b. Maintain radio contact with ARAC during the emergency.
- c. Coordinate with DES for an Incident Command System (ICS) trained Incident Commander (IC) and ICS trained support staff (Command or General staff positions).

3. PHASE III – CONTROL: Control the crash site until the fire is extinguished and rescue efforts are completed.

4. PHASE IV – INVESTIGATION AND RECOVERY:

- a. Resume ARFF response capability and inform the IOC when capability is restored.
- b. Collect and secure all logs and voice recordings.

5. PHASE V – CLOSING ACTIONS:

- a. Provide the logs and voice recordings to the accident investigation board.
- b. Provide a list of all fire fighters involved in the response.

DES will (CON'T):

c. Transfer incident command as needed to the HPAAF designated and ICS trained Incident Commander.

d. Contact the IOC when operations in support of the accident change or are completed.

REYNOLDS ARMY HEALTH CLINIC (RAHC) EMERGENCY MEDICAL SERVICES (EMS) will:

1. PHASE I – READINESS

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

b. Participate in tests and emergency response drills. Coordinate with civilian EMS as necessary to provide support.

c. Provide training for all medical personnel who may be assigned aircraft crash-rescue duties.

d. Train personnel on the Incident Command System (ICS) and the support role medical personnel will perform as part of the Incident Command staff.

2. PHASE II – INITIAL RESPONSE

a. Obtain the accident location.

b. Respond with a fully equipped ambulance (or coordinate with civilian dispatch for response) to the appropriate holding point, staging area, accident site, or as directed during the primary notification or via radio instructions on the crash net.

c. Provide an ICS trained Medical Branch Officer and Medical Branch support staff upon request by the IC or notification from the IOC.

3. PHASE III – CONTROL

a. Inform the responding ambulance crews of the best routes to reach the general area shown on the Fort Sill Special Map.

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

c. Supervise the transportation of injured persons and provide emergency medical treatment as needed.

4. PHASE IV – INVESTIGATION AND RECOVERY

Provide medical support upon request.

5. PHASE V – CLOSING ACTIONS

a. Provide medical support upon request.

b. Contact the IOC when EMS support to the accident has been completed.

FORT SILL WEATHER OPERATIONS (FSWO) will:

1. PHASE I – READINESS: Participate in tests and emergency response drills.
2. PHASE II – INITIAL RESPONSE In-flight Emergency: The duty forecaster will intensify the weather watch to ensure maximum support to the aircraft in distress.
 - a. All accidents emergencies
 - (1) Immediately take and record a local weather observation.
 - (2) Make a transcript of the local weather observation for the accident investigation board.
3. PHASE III – CONTROL: Provide additional weather information as required.
4. PHASE IV – INVESTIGATION AND RECOVERY: Provide copies of weather transcripts and recordings to the accident investigation board.
5. PHASE V – CLOSING ACTIONS
 - a. Provide weather support upon request.
 - b. Contact the IOC when weather operations in support of accident have been completed.

HPAAF MANAGEMENT will:

1. PHASE I – READINESS

Train personnel on the Incident Command System (ICS) and the support role operations personnel will perform as part of the Incident Command staff.

2. PHASE II – INITIAL RESPONSE

Call 911 to initiate the Notification System for any aircraft confirmed accident or emergency reported to them by telephone.

3. PHASE III – CONTROL

- a. Serve as center for collection and dissemination of accident information.
- b. Serve as the staging area for responders.
- c. Receive and relay accident or emergency data to IOC.
- d. Coordinate with the Incident Commander to support or assume IC (personnel designated in Phase I). Assist or direct personnel, aircraft, and equipment to service the crash scene as determined by ICS role.
- e. Relay requests from the incident area to the IOC for special or additional assistance or equipment.
- f. Determine which inbound aircraft may be affected in the event of an airfield accident and ensure the information is furnished to:

Henry Post Army Airfield ARAC: 580-442-1882

Fort Worth Flight Service Station (FSS): 817-858-7584
- g. Determine the approximate length of time that the accident or emergency will affect operations at HPAAF. Publish appropriate flight advisories Notice to Airmen (NOTAM) to aviation agencies/authorities and provide the information to the IOC.

4. PHASE IV – INVESTIGATION AND RECOVERY: Provide copies of all logs to the accident investigation board.

5. PHASE V – CLOSING ACTIONS:

- a. Notify responding parties the IOC when the emergency has been terminated.
- b. Reopen the airfield for normal operations after coordinating with ATC, ARFF, and the HPAAF Manager, or his/her designated representative. Provide reopening date/time to the IOC.

INSTALLATION OPERATIONS CENTER (IOC) will:

1. PHASE I – READINESS

a. Keep a current Fort Sill Special 1:50,000 and ACS&R map conspicuously posted and ensure that personnel are familiar with the map.

b. Accept any calls from on or off post (including collect calls) which are made for reporting an aircraft mishap, and immediately have the call transferred to 911.

c. Train personnel on the Incident Command System (ICS) and the support role IOC personnel will perform as part of the Incident Command staff.

2. PHASE II – INITIAL RESPONSE

a. Initiate notification of secondary responders.

b. Activate the Event Notification System or telephonic notification IAW Fort Sill policy and IOC procedures.

c. Notify the Garrison Commander (GC).

d. Relay the following information to the GC:

(1) Time and place of the accident.

(2) Type and number of aircraft and the units involved.

(3) Casualties/Fatalities/Type of Injuries

(4) Brief description of the accident, if known.

e. Notify the commander(s) of the pilot-in-command and the unit owning the aircraft, if known.

f. Provide a liaison to the Incident Commander upon request.

3. PHASE III – CONTROL: Prepare and transmit Serious Incident Reports (SIR) as needed IAW AR 190-40, MACOM guidance, and Fort Sill policy. Note: aircraft accidents are not reportable by SIR, however, the accident or incident may qualify for SIR reporting due to other criteria.

4. PHASE IV – INVESTIGATION AND RECOVER:

a. Update SIRs as needed.

b. Provide conduit for information flow between HPAAF investigation, operations and Fort Sill Command.

INSTALLATION OPERATIONS CENTER (IOC) will (CON'T)

- c. Coordinate additional assets to assist in recovery upon request from the IC.

5. PHASE V – CLOSING ACTIONS

IOC Operation will confirm the status of all activities listed in the instruction manual covering emergencies involving military aircraft when normal airfield operations resume.

INSTALLATION AVIATION SAFETY OFFICER will:

1. PHASE I – READINESS

- a. Distribute required maps to emergency response agencies.
- b. Establish and maintain a "crash pass" system.
- c. Review the plan and its implementation annually to ensure that all agencies conduct tests to ensure the adequacy of the plan for all phases and circumstances.
- d. Ensure personnel are trained on the Incident Command System (ICS) and the support role installation aviation safety officer will perform as part of the Incident Command staff.

2. PHASE II – INITIAL RESPONSE

- a. Proceed to the scene of the accident and, after crash rescue operations are completed, assist the IC or assume Incident Command. Incorporate accident investigation board or owning unit Safety personnel into the Incident Command structure as they arrive.
- b. Arrange to provide a photographer and survey team at the accident site.
- c. Assess the initial accident classification.
- d. Ensure required notifications (IAW AR 385-10) are made if the accident is a Class A, B, or C: Army Combat Readiness Center (USACRC) DSN 558-2660 Commercial (334) 255-2660.
- e. Communicate all actions to the IOC to keep the command informed of operational status.

3. PHASE III – CONTROL

- a. Coordinate with the IOC to notify personnel or sections listed as "other" as appropriate.
- b. Keep the Director, DPTMS, informed through communications with the IOC.

4. PHASE IV – INVESTIGATION AND RECOVERY

Assist accident investigation personnel as necessary.

5. PHASE V – CLOSING ACTIONS

Continue to communicate operational status of investigation with the IOC until completion of operations.

INSTALLATION SAFETY OFFICE (ISO) will:

1. PHASE I – READINESS

- a. Assist the Installation Aviation Safety Officer in implementation of the plan.
- b. Provide coordination as necessary during reviews and updates of the plan.
- c. Train personnel on the Incident Command System (ICS) and the support role installation safety personnel will perform as part of the Incident Command staff.

2. PHASE II – INITIAL RESPONSE

Provide a safety officer to assist in scene/response safety assessment upon request.

3. PHASE III – CONTROL

Provide a safety officer to assist in scene/response safety assessment upon request.

4. PHASE IV – INVESTIGATION AND RECOVERY

Provide a safety officer to assist in scene/response safety assessment upon request.

5. PHASE V – CLOSING ACTIONS

- a. Coordinate with the Installation Aviation Safety Officer to perform final safety assessment at the end operations.
- b. Contact the IOC when ISO operations in support of the accident have been completed.

DIRECTORATE OF EMERGENCY SERVICES (DES) (LE) will:

1. PHASE I – READINESS

a. Train security personnel on specific duties at aircraft accident scenes (on and off-post). Ensure law enforcement personnel are aware of limitations to cooperation with civil authorities (Posse Commitatus Act (18 USC 1385, AR 360-5)).

b. Develop procedures with proximate civilian police departments for response to a military aviation accident.

c. Ensure that all DES (LE) patrols are aware of the best routes to all general areas represented on the Fort Sill Special Map 1:50,000.

d. Ensure all law enforcement personnel are equipped with all necessary equipment maintain site security.

e. Train personnel on the ICS and the support role law enforcement will perform as part of the Incident Command staff.

2. PHASE II – INITIAL RESPONSE

a. Dispatch to the staging area (HPAAF Building 4907), HPAAF Operations, or as directed by the IC.

b. Establish initial site security. Control crowds and prevent looting and souvenir collecting.

c. Provide radio communications by use of patrol cars, when necessary.

3. PHASE III – CONTROL

a. Liaison with local law enforcement agencies for control of civilians at an off-post crash site.

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

4. PHASE IV – INVESTIGATION AND RECOVERY

Provide law enforcement support upon request from IC.

5. PHASE V – CLOSING ACTIONS

Contact the IOC when law enforcement actions in support of accident response and recovery have been completed.

PUBLIC AFFAIRS OFFICE (PAO) will:

1. PHASE I – READINESS

a. Maintain liaison with local news agencies in accordance with policies and regulations.

b. Train personnel on the Incident Command System (ICS) to perform the support role as the Public Information Officer as part of the Incident Command staff.

2. PHASE II – INITIAL RESPONSE

a. Provide a trained PAO to the accident site upon request of the Incident Commander (IC).

b. Advise the IC of news media activity in the area and coordinate with the Installation Aviation Safety Officer or the president of the accident investigation board to permit appropriate interviews and photographs.

c. Establish ground rules with the IC on the scene for media access. Coordinate with ICS staff for media access.

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

3. PHASE III – CONTROL

Provide PAO support upon request.

4. PHASE IV – INVESTIGATION AND RECOVERY

Assist the president of the accident investigation board in obtaining local civilian news footage.

5. PHASE V – CLOSING ACTIONS

a. Process requests for news from the local media IAW policies and regulations.

b. Contact the IOC when PAO duties in support of accident operations have been completed.

LOGISTICS READINESS CENTER (LRC will :)

1. PHASE I – READINESS

- a. Ensure personnel are trained in the ICS to perform the role of Logistics Officer or supporting roles to the Logistics Branch of the Incident Command Staff.
- b. Train personnel on recovery of aircraft wreckage.

2. PHASE II – INITIAL RESPONSE

- a. Provide Logistics Officer and support staff upon request by the IC.
- b. Provide equipment as needed to clear accident scene.

3. PHASE III – CONTROL

Provide logistics support as needed by the IC.

4. PHASE IV – INVESTIGATION AND RECOVERY

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

5. PHASE V – CLOSING ACTIONS

Contact the IOC when accident support operations have been completed.

REYNOLDS ARMY HEALTH CLINIC (RAHC) FLIGHT SURGEON will:

1. PHASE I – READINESS

- a. Maintain training in aircraft accident response and investigation procedures.
- b. Train personnel on the ICS and the support role medical personnel will perform as part of the Incident Command staff.

2. PHASE II – INITIAL RESPONSE

Provide support upon request.

3. PHASE III – CONTROL

- a. Coordinate for medical photography, pathology support, and assistance from local civilian medical authorities as required in the event of an off-post mishap.
- b. Notify and coordinate transportation for professional medical personnel supporting an off-post aircraft accident investigation.

4. PHASE IV – INVESTIGATION AND RECOVERY

- a. Ensure that a body fluid samples (blood and urine) are taken within six hours for Class A through C aviation accidents or when deemed appropriate by the IC. Ensure that the legal chain of custody is maintained.
- b. Collect and protect medical records and body fluid sample results for each person involved in the accident.
- c. Provide the medical records and body fluid sample results to the president of the accident investigation board.
- d. Assist the aviation accident investigation board proceedings as assigned.
- e. Perform medical evaluations of all aircrew members after a Class A through C aviation accident.

5. PHASE V – CLOSING ACTIONS

Contact the IOC when operations in support of the accident have been completed.

761st ORDNANCE COMPANY (EOD) will:

1. PHASE I – READINESS

- a. Train personnel on explosives hazard of an aircraft incident.
- b. Train personnel on the Incident Command System (ICS) and support role of EOD in Operations Branch of Incident Command General staff.

2. PHASE II – INITIAL RESPONSE

Provide ICS trained personnel upon request to provide technical guidance on explosives hazards.

3. PHASE III – CONTROL

- a. Render safe or dispose of explosive hazards, in particular:
 - (1) Ejection seats
 - (2) Canopy ejection systems
 - (3) Weapons ejection cartridges
 - (4) Jet Assisted Take-Off (JATO) bottles
 - (5) Arms, ammunition, and explosives
- b. Provide additional assistance as needed.

4. PHASE IV – INVESTIGATION AND RECOVERY

Provide explosives technical expertise as needed during the accident investigation or recovery process.

5. PHASE V – CLOSING ACTIONS

Contact the IOC when EOD operations in support of the accident have been completed.

OFFICE of the STAFF JUDGE ADVOCATE (OSJA) will:

1. PHASE I – READINESS

- a. Provide legal guidance and assistance during planning process.
- b. Train personnel in legal aspects of military aviation crash on and off-post.
- c. Train personnel on the ICS and the support role legal personnel will perform as part of the Incident Command staff.

2. PHASE II – INITIAL RESPONSE

- a. If an incident/accident occurs off installation boundaries, ensure the Aircraft Security detail is briefed on limitations to cooperation with civil authorities (Posse Comitatus Act (18 USC 1385, AR 360-5)).
- b. Provide additional legal support upon request from the IC.

3. PHASE III – CONTROL

Provide legal support upon request from IASO.

4. PHASE IV – INVESTIGATION AND RECOVERY

- a. Provide legal advice to the accident investigation board.
- b. Investigate potential claims against the government.

5. PHASE V – CLOSING ACTIONS

Contact the IOC when legal support to accident operations has been completed.

RELIGIOUS SUPPORT OFFICE (RSO) will:

1. PHASE I – READINESS

a. Train and prepare chaplains for aviation accident support. Coordinate with RAHC Department of Behavioral Health as necessary to prepare for critical incident debriefings.

b. Train personnel on the ICS and the support role Chaplains will perform as part of the Incident Command staff.

2. PHASE II – INITIAL RESPONSE

a. During duty hours, notify the Installation Chaplain's Office (ICO) to provide a Chaplain and necessary support services upon request from the IC.

b. After duty hours, contact the IOC for the On-Call Duty Chaplain.

c. Assist as a member of the Critical Incident Debrief Team upon request.

3. PHASE III – CONTROL

Provide religious support as needed.

4. PHASE IV – INVESTIGATION AND RECOVERY

Provide religious support as needed.

5. PHASE V – CLOSING ACTIONS

a. Provide religious support as needed.

b. Contact the ICO as necessary for updates.

c. Contact the IOC when religious support operations to the aviation incident have been completed.

DIRECTORATE OF HUMAN RESOURCES (DHR) will:

1. PHASE I – READINESS

Train personnel on the ICS and the support role human resources personnel will perform as part of the Incident Command staff.

2. PHASE II – INITIAL RESPONSE

- a. Provide an on-scene casualty assistance officer upon request by the IOC or the IC.
- b. Activate the Fort Sill Casualty Operations Plan.
- c. Prepare and dispatch casualty reports.
- d. Request a notification officer and/or appoint a survivor assistance officer.

3. PHASE III – CONTROL

Provide casualty assistance as needed.

4. PHASE IV – INVESTIGATION AND RECOVERY

Provide casualty assistance as needed.

5. PHASE V – CLOSING ACTIONS

- a. Complete operations IAW the Fort Sill Casualty Operations Plan.
- b. Contact the IOC when casualty operations have been completed.

DIRECTORATE OF PUBLIC WORKS (DPW) will:

1. PHASE I – READINESS

- a. Train personnel on the ICS and the support role public works personnel will perform as part of the Incident Command staff.
- b. Train and prepare personnel to perform damage assessments.

2. PHASE II – INITIAL RESPONSE

- a. Provide initial response to all spills or releases, an incident assessment, and recommendations for evacuation or isolation as required by applicable environment protection laws and regulations.
- b. Provide technical assistance for the assessing, containing, removing and disposing of hazardous materials found at the accident site.

3. PHASE III – CONTROL

- a. Restore utilities as soon as possible.
- b. Control run-off IAW the Fort Sill Storm Water Pollution Prevention Plan.

4. PHASE IV – INVESTIGATION AND RECOVERY

- a. Provide an Estimated Cost of Damage or, if possible, an Actual Cost of Damage for:

- (1) Restoring and repairing utilities, roads, lights, signs, buildings, and other structures to the president of the aircraft accident investigation board or the liaison to the board as soon as possible.

- (2) Spill cleanup and hazardous materials containment, storage, and disposal.

- b. Conduct or coordinate debris removal and disposal operations after the accident site is released by both the president of the aircraft accident investigation board or representative.

5. PHASE V – CLOSING ACTIONS

- a. Determine whether any hazardous materials released by the accident or incident are reportable under Federal and State guidelines and file the appropriate reports.
- b. Restore land to its original condition to prevent erosion, storm water run-off pollution, and to restore its appearance.
- c. Repair structures, roads, lights, signs.

DIRECTORATE OF PUBLIC WORKS (DPW) will (CON'T)

d. Contact the IOC when DPW support operations for the aviation accident have been completed.

GENERAL INSTRUCTIONS

1. Primary and Secondary Response Stations: Each station equipped with a Notification System will:

a. Maintain a printed copy of this appendix clearly visible on the wall above or next to the notification system, as applicable.

b. Maintain a copy of the current Fort Sill Air Crash Search and Rescue (ACS&R) map on a wall next to or near the notification system.

c. Ensure that all personnel who work at that station know and understand their responsibilities and actions when alerted to an aircraft accident or aircraft emergency.

2. Additional Supporting Agencies: Units and directorates designated by this publication to provide additional support will:

a. Maintain a printed copy of this entire publication on file where they can easily retrieve it.

b. Perform the actions required in their section of this plan whenever they are alerted to an aircraft accident, emergency, drill, or exercise.

c. Ensure agency personnel are trained to respond as required in this plan.

APPENDIX B

AIRCRAFT ACCIDENT REPORT PROCEDURES

B-1. GENERAL. Notification System stations will be prepared to record accident data information.

B-2. RESPONSIBILITIES. Each station on notification system is responsible for--

a. Designating one telephone as THE NOTIFICATION SYSTEM PHONE.

b. Ensuring that non-duty hour personnel (SDO, staff duty noncommissioned officer, etc.) are thoroughly briefed on their notification system responsibilities and procedures to receive accident data.

NOTE: When the notification system 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

DES Law Enforcement (LE) will provide initial site security. The Aircraft Security detail may be used as a guard force to augment DES (LE) during an aviation incident/accident. The Aircraft Security detail's owning unit is responsible for equipping the guard force during a response.

C-2. GUARD FORCE

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., Incident 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, Installation Aviation Safety Officer (IASO), or the Incident 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 Installation Aviation Safety Officer and appropriate request through 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.

APPENDIX C: GUARD FORCE (CON'T)

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 blood borne 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, blood borne 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

APPENDIX D: ACCIDENT SITE HAZARDS and COUNTERMEASURES (CON'T)

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 re-dissemination of composite fibers and particulate before a fixate 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

ACS&R - Air Crash Search and Rescue

ARAC - Army Radar Approach Control

ARFF - Airfield Rescue and Fire Fighting

DPTMS - Directorate of Plans, Training, Mobilization, and Security

FOD - Foreign Object Damage

HPAAF - Henry Post Army Airfield

IASO - Installation Aviation Safety Officer

ICO – Installation Chaplain Office

IOC – Installation Operations Center

IC – Incident Commander

ICS – Incident Command System

NOTAM – Notice to Airmen

PAO - Public Affairs Office

RAHC - Reynolds Army Health Clinic

ROZ - Restricted Operating Zone

Section II

Terms

This section contains no entries.

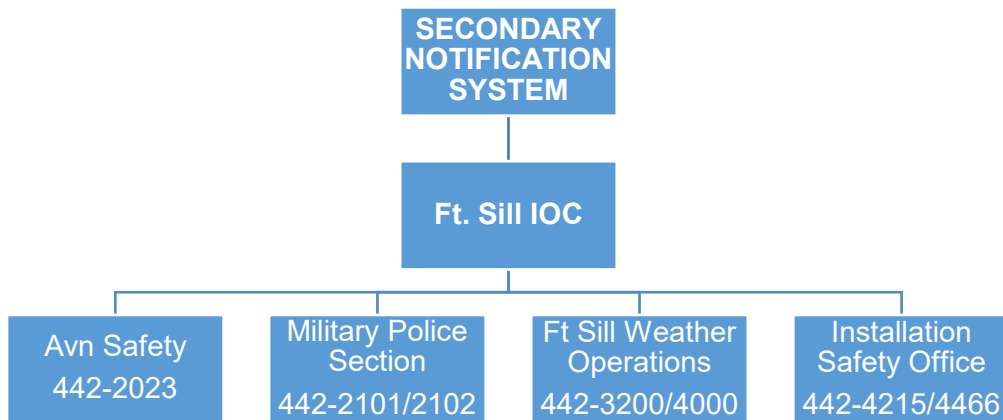
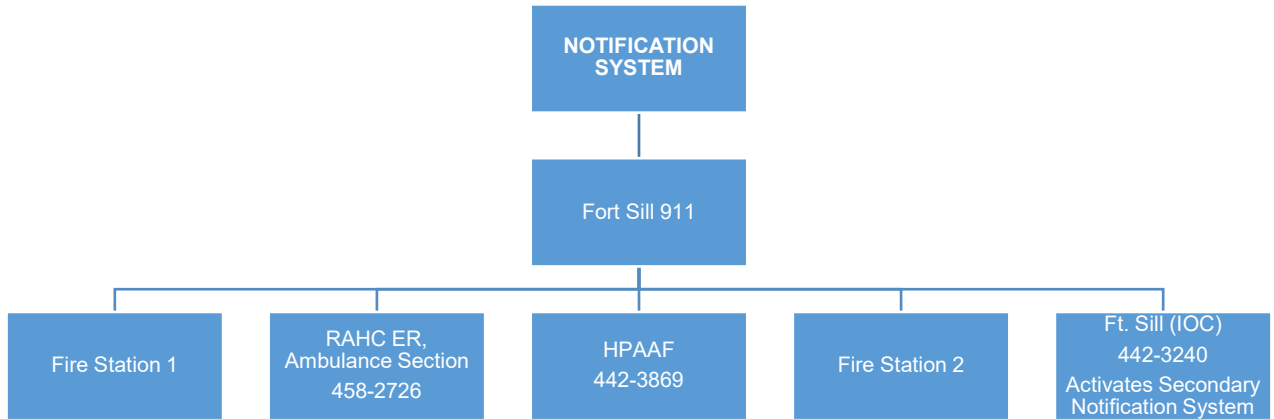
Section III

Special Abbreviations and Terms

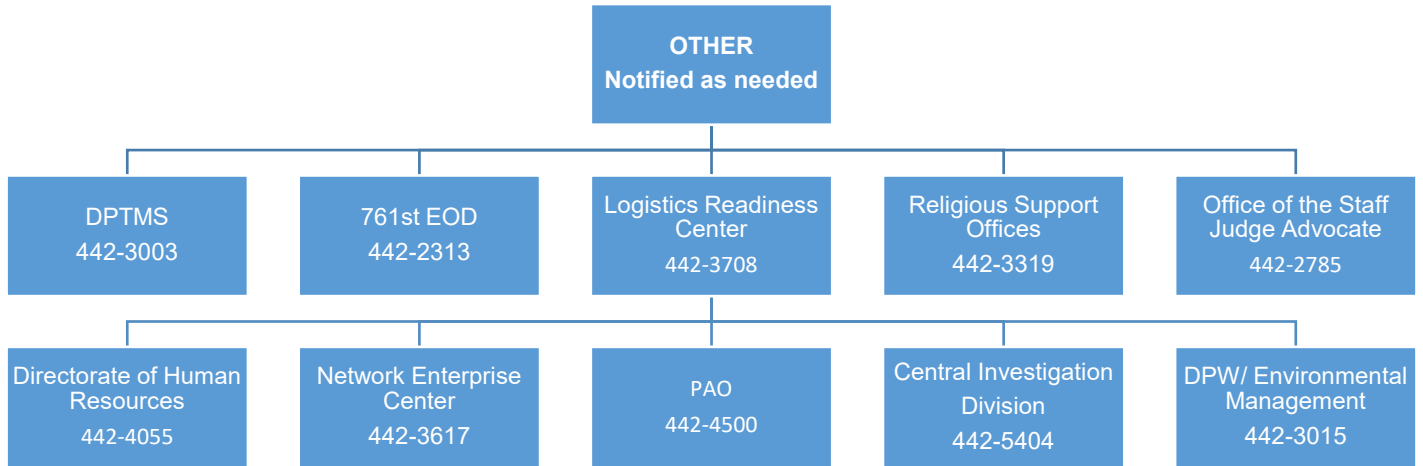
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APPENDIX F:

FORT SILL NOTIFICATION SYSTEM DIAGRAM



APPENDIX F: FORT SILL NOTIFICATION SYSTEM DIAGRAM (CON'T)



APPENDIX G: Sample DA Form 7305, Telephonic Notification of Aviation Accident-Incident, October 2013

| WORKSHEET FOR TELEPHONIC NOTIFICATION OF AVIATION ACCIDENT/INCIDENT | | | |
|--|----------------------|---|-----------------|
| For use of this form, see AR 385-10; the proponent agency is DAS. | | | |
| SHADED BLOCKS ARE FOR USASC USE ONLY | A. ASMIS CASE NUMBER | B. TIME & DATE OPS RECEIVED REPORT | |
| | | a. Year | b. Month |
| | | c. Day | d. Time (local) |
| NOTE: ITEMS 24 AND 25 ARE NOT REQUIRED FOR CLASS C ACCIDENT | | | |
| 1. POINT OF CONTACT FOR ACCIDENT INFORMATION | | a. Name | |
| Duty <input type="checkbox"/> Commander <input type="checkbox"/> Safety Officer <input type="checkbox"/> Other (Specify) | | c. Phone Number DSN: Commercial: | |
| 2. ACCIDENT CLASSIFICATION <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C | | 3. TIME & DATE OF ACCIDENT a. Year b. Month c. Day d. Time (local) | |
| 4. AIRCRAFT SERIAL NUMBER | | 5. TYPE OF AIRCRAFT | |
| 6. PERIOD OF DAY <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input type="checkbox"/> Day <input type="checkbox"/> Night | | 7. MISSION BEING PERFORMED a. Type (Training, Svc, etc.) b. Operation <input type="checkbox"/> Single-Ship <input type="checkbox"/> Multi-Ship | |
| 8. NOE <input type="checkbox"/> Yes <input type="checkbox"/> No | | 9. NIGHT VISION DEVICE a. In Use <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| b. If Yes <input type="checkbox"/> ANVIS <input type="checkbox"/> FLIR <input type="checkbox"/> AN/PVS-5 <input type="checkbox"/> LLTV | | 10. UNIT OWING AIRCRAFT | |
| 11. MACOM | | 12. MILITARY INSTALLATION NEAREST ACCIDENT SITE | |
| 13. EXACT ACCIDENT LOCATION | | 14. EXPLOSIVE/HAZARDOUS/SENSITIVE MATERIALS INVOLVED? | |
| 15. IF YES TO #14, ARE THEY SECURE? | | 16. ACCIDENT SITE SECURED IAW AR 385-10? | |
| 17. HAS ACCIDENT SCENE BEEN DISTURBED? | | 18. IF YES TO #17, WERE PHOTOS, ETC. MADE BEFORE DISTURBING THE SCENE? | |
| 19. FLIGHT DATA RECORDER INSTALLED? | | 20. CLEARANCE WAS: <input type="checkbox"/> VFR <input type="checkbox"/> IFR | |
| 21. PERSONNEL INVOLVED | | 22. INJURIES (Enter # of each) | |
| a. No. of Personnel by Rank/Category Officer _____ WO _____ Enlisted _____ Army Civilian _____ Non-Army Civilian _____ | | b. Total No. of Personnel | |
| c. Highest Rank | | As soon as possible, the following additional information is required on all injured personnel; name, personnel classification, degree of injury, and SSAN. | |
| 23. ACCIDENT SYNOPSIS (What Happened) | | | |
| | | | |
| 24. NEWS MEDIA AWARE OF ACCIDENT <input type="checkbox"/> Yes <input type="checkbox"/> No | | 25. NEAREST AIRFIELD a. Nearest that can handle C-12 (4,000 ft. min.) b. Nearest commercial airfield | |
| 26. WHO WILL INVESTIGATE? | | a. Installation Level Accident Investigation (IAI) Board Appointed <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| b. CAI Team Dispatched <input type="checkbox"/> Yes <input type="checkbox"/> No | | Team: | |

DA FORM 7305, OCT 2013

PREVIOUS EDITION IS OBSOLETE.

APD LC v1.00