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**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

ATTACHMENT 3

NAS JAX MISHAP DRILL

Pages 21



DEPARTMENT OF THE NAVY
NAVAL AIR STATION
JACKSONVILLE, FLORIDA 32212-5000

IN REPLY REFER TO:
NASJAXINST 3750.5I
N00
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NAS JACKSONVILLE INSTRUCTION 3750.5I

Subj: PRE-MISHAP PLAN

Ref: (a) NAVAIR 00-80R-14
(b) DODINST 6055.06
(c) NAVAIR 00-80T-114
(d) NAVAIR 00-80T-116-1, 2, 3, Safety Investigation - Mishap Investigation, Investigative Techniques, Safety Investigation Workbook
(e) OPNAVINST 3750.6 (series)
(f) OPNAVINST F3100.6 (series)
(g) NAVAIR 00-80R-20
(h) NAS JAX FACMAN, Air Traffic Control Facility Manual
(i) NAVAIR 00-80T-124

Encl: (1) Procedures for Aircraft Fire Fighting, Rescue, and Salvage Operations

1. Purpose. To provide policies, procedures, and a pre-mishap plan for aviation-related incidents and accidents.

2. Cancellation. NASJAXINST 3750.5H.

3. Discussion. Naval Air Station (NAS) Jacksonville has no assigned station aircraft, eliminating the requirement for a comprehensive aviation pre-mishap plan. In the event of an aviation accident, the following responsibilities apply:

a. Commanding Officer (CO) shall have overall authority and responsibility for compliance and execution of this plan.

b. Executive Officer (XO) shall:

(1) In absence of the CO, assume the role and responsibilities.

(2) Assist the CO as required.

c. Air Operations Officer (AOO) shall be familiar with the contents of reference (a).

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d. Aviation Safety Officer (ASO) shall:

(1) Ensure the flight planning supervisor is executing or in possession of the pre-mishap plan at base operations.

(2) Proceed to the scene of the mishap with ASO mishap kit backpack and report to the on-scene commander, normally the fire chief.

(3) Assist mishap aircraft custodian/tenant command/detachment senior member as necessary.

(4) Establish liaison with the mishap aircraft custodian/tenant command/detachment ASO.

(5) Be familiar with the contents of references (a) through (i).

(6) Provide the CO and/or XO with mishap kit backpacks located in the ASO office, Building 118 (Command Duty Officer (CDO) if ASO is unavailable).

e. Base Operations shall:

(1) Ensure familiarity with the contents of this instruction.

(2) Complete Flight Planning Mishap Notification Checklist.

f. CDO shall:

(1) Ensure familiarity with the contents of this instruction.

(2) Assume the responsibilities of the AOO until properly relieved by the AOO or Asst. AOO.

(3) Notify the CO, XO, Reporting Custodian, and Public Affairs Officer (PAO).

(4) Refer to Paragraph d.6.

g. Fire Department Personnel shall:

(1) Contact Station Environmental and alert them to the mishap.

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(2) Maintain all crash-fire equipment in proper alert condition. Degradation in firefighting capability shall be reported to the AOO.

(3) Contact Station Environmental and alert them to the mishap.

(4) Maintain all crash-fire equipment in proper alert condition. Degradation in firefighting capability shall be reported to the AOO.

(5) Execute aircraft mishap response and recovery in accordance with references (a) and (b).

(6) Maintain liaison with local authorities to ensure maximum cooperation during off-station aviation mishaps.

(7) Senior Fire Officer (SFO) will determine which immediate response team will respond in the event a mishap occurs in the vicinity of local military air fields (i.e. NAS Jacksonville, NAS Mayport).

h. Air traffic control personnel shall activate the primary CRASH PHONE network, notify medical and other military and civilian facilities, as appropriate, and complete other duties as required upon any indication of a mishap or impending mishap.

i. Airfield Manager (AFM) shall:

(1) Coordinate and direct all aircraft salvage operations on the airfield.

(2) During working hours notify the NAVFAC Transportation Director at (904) 542-3125 or the BOS contractor at (904) 542-2136 or (904) 771-8433 for crane support. After working hours, contact the BOS contractor duty desk at (904)542-2122 whenever a crane, flatbed, or sweeper is needed for salvage and overhaul operation.

(3) Obtain sling/bell band from NAS Jacksonville Public Works Department (PWD) as required per reference (i).

(4) Advise CO/XO/AOO the operational status of the airfield in the event a mishap occurs on the airfield or outlying field.

j. Security Officer shall:

(1) Provide security details for the mishap site.

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(2) Provide adequate food/clothing/supply support to the security team.

(3) Maintain liaison with local authorities to ensure maximum cooperation during off-station mishaps.

k. PAO shall:

(1) Per reference (e), be familiar with SECNAVINST 5720.44C, DON Public Affairs Policy and Regulations regarding releasable information, concerning aircraft mishaps or injuries to personnel.

(2) Coordinate all releases pertaining to a NAS Jacksonville aviation mishap through Navy Region Southeast (NRSE), Commander Naval Air Forces (CNAF), Commander, Naval Air Forces Atlantic (AIRLANT), and Fleet Forces Command (FFC) PAOs as necessary. The release of requested information is subject to the approval of the NAS Jacksonville CO.

1. Emergency Services shall:

(1) Provide and maintain adequate equipment, provision, qualified personnel and state of readiness to meet the requirements of the pre-mishap plan. The senior fire officer will keep the CDO/AOO informed of any deficiency/non-availability in this area.

(2) Maintain liaison with local authorities to ensure maximum cooperation during off station mishaps.

(3) At the mishap site, EMS will take orders from the SFO on scene. They will coordinate the removal of persons from the wreckage.

m. PWD shall coordinate with appropriate contractors to ensure the availability of equipment (i.e. crane, flatbed, sling/belly band or any other equipment) needed for salvage operations.

n. Air Traffic Control Facilities Officer

(1) Ensure familiarity with the contents of this instruction.

(2) Notify Federal Aviation Administration (FAA)/Terminal Radar Approach Control (TRACON) of airspace conditions.

(3) Preserve ATC recordings IAW reference (e).

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(4) Preserve Automatic Surface Observing Service (ASOS) Daily Summary and maintenance logs and high resolution (one minute) data downloaded for the four-hour period prior to and subsequent to the event.

(5) Ensure FAA notification.


M. P. CONNOR

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PROCEDURES FOR AIRCRAFT FIRE FIGHTING, RESCUE, AND SALVAGE OPERATIONS

SECTION I - GENERAL

1. Scope. This plan encompasses the basic preparatory measures, duties, and operating procedures essential to activate firefighting and associated supporting elements in a rapid and orderly manner. Successful aircraft fire fighting and rescue operations demand instantaneous mobilization of direct and supporting activities. To meet this requirement, a comprehensive pre-mishap plan is essential.

2. Coordination. Coordination and cooperation between departments are essential, particularly in the event of an off-station mishap. The NAS Jacksonville AOO will be responsible for coordination of all activities in the event of an aircraft mishap, on or off-station at NAS Jacksonville. The Senior Fire Officer (SFO) on scene will have control and direct command of the firefighting and rescue operations at the immediate scene of the mishap.

3. Application. For the purpose of this instruction, the response of NAS Jacksonville assets to a mishap that occurs either on-base or off-base will be at the discretion of the CO or the Incident Commander.

4. Convoy. In the event of an aircraft mishap beyond the area immediately adjacent to the field, all vehicles responding to the mishap, except crash and fire equipment, shall form a convoy at Bldg 666 (Airfield Management (AFM)), and depart the station as a unit when directed by the AOO. The convoy will be composed of the following as required:

- a. Vehicles with security personnel. Personnel will be provided with necessary equipment for anticipated weather and terrain.
- b. Vehicles with salvage crews aboard.
- c. Additional equipment and personnel as required.

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SECTION II - ORGANIZATION

1. Organizational Procedures. When notified of a potential or actual aircraft mishap, personnel responsible for organizing and directing aircraft fire fighting and rescue efforts must undertake certain definite procedures. On-scene attendance will be limited to those necessary for effective supervision and performance of official emergency and administrative duties.

2. Limitation of Flight Operations. In the event of a major aircraft mishap on the airfield, or the immediate approach control zones, the facility watch supervisor shall suspend all flight operations except those of an emergency nature until specifically instructed otherwise by the NAS Jacksonville AOO or Air Traffic Control Facility Officer (ATCFO) (normally at such time as the crash-rescue organization can provide minimum response requirements).

3. Organization of Personnel. Personnel authorized to be on the scene of an aircraft mishap will be divided into four general groups: administrative personnel, active crash-rescue personnel, primary support personnel, and secondary support personnel.

a. Administrative personnel are those required for essential administrative participation. These include:

- (1) CO NAS Jacksonville
- (2) XO NAS Jacksonville
- (3) AOO NAS Jacksonville
- (4) ASO NAS Jacksonville
- (5) AFM NAS Jacksonville
- (6) Security Officer (SECO), NAS Jacksonville
- (7) Weapons Officer(s) (WO), NAS Jacksonville Explosives Safety Officer, and/or Naval Munitions Command Detachment Jacksonville (NMC Det Jax) Officer In Charge (OIC) (when applicable)
- (8) Senior Medical Officer (SMO)
- (9) CDO
- (10) PAO

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(11) Aviation Mishap Board (AMB), including Naval Safety Center investigator(s).

(12) Command Chaplain and/or Duty Chaplain.

b. Fire Department personnel are those required for immediate/direct participation in actual crash-rescue operations. Mutual aid support units as required by the senior fire officer. These include:

- (1) Fire chief, assistant fire chief, and duty chief.
- (2) Aircraft fire fighting and rescue teams.
- (3) Ambulance crews.
- (4) Structural fire crews.

c. Primary support personnel are those required for initial response supporting services. These include:

- (1) Force protection personnel (guards and police).
- (2) Weapons Department/Explosive Ordnance Disposal (EOD) crews (as applicable).
- (3) Control tower personnel.
- (4) Field facilities salvage crews (public works crane operators, etc., as directed by the AOO or AFM).

d. Secondary support personnel. Personnel considered available to support crash-rescue and salvage operations. These include:

- (1) Auxiliary Security Force (ASF).
- (2) PAO photographer or mishap squadron's designated photographer.
- (3) Public Works Duty Officer (PWDO).
- (4) Aircraft maintenance organization.
- (5) Aircraft salvage team.

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(6) AMB.

(7) Search and Rescue (SAR) Coordinator.

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SECTION III - EMERGENCY COMMUNICATION SYSTEM

1. Requirements. Suitable emergency communication facilities must be provided to permit rapid, reliable, and comprehensive notification of potential and actual aircraft mishaps. The system must be such that crash trucks, ambulances, and Force Protection shall be dispatched to the mishap or emergency immediately, and that other personnel necessary for mishap operations are informed of the circumstances without delay. The system must provide continuing communication between mobile emergency units and fixed stations for the duration of the emergency.

a. Crash Alarm System. The station crash alarm system consists of a crash phone network, crash ELMR, and airfield ELMR, per reference (h).

(1) Crash Phone Network (Red Phones); known as "CRASH PHONE"

(a) The CRASH PHONE network consists of two direct-ringing inter-communications systems. Its purpose is to afford immediate communications between primary and secondary emergency activities. The primary phone is checked daily by the control tower at 0800 hours.

(b) The primary network at NAS Jacksonville includes the following stations:

1. Control tower (control station).
2. Crash position 1 (located in midfield).
3. Regional dispatch center.
4. Flight Planning (located at base operations).
5. Weather (located at base operations).

(c) Crash frequency transmitters and receivers are installed in all associated crash/rescue, firefighting, and crash ambulance vehicles.

(d) The CRASH PHONE will be used for initial communications between the control tower, crash/fire-fighting and crash ambulance crews, and FP when engaged in aircraft mishap/emergency operations.

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(e) The CRASH PHONE shall be maintained in a constant state of readiness. Only authorized personnel shall perform maintenance.

(2) Crash ELMR, known as "CRASH NET"

(a) The Crash ELMR (channel 12A "JAF JCRASH") is to be used for initial notification if the CRASH PHONE is not operational. The following stations shall have the net tuned up at all times/shall tune it up in the event of a mishap:

1. Control Tower (control station).
2. Crash Position 1 (located in midfield).
3. Regional dispatch center.
4. Flight Planning (located at base operations).
5. CO NAS Jacksonville
6. XO NAS Jacksonville
7. AOO
8. Air operations division officers.
9. AFM

(b) Tower will initially notify crash/rescue assets using the CRASH PHONE. Once initial notification of mishap is given via the CRASH PHONE, all following crash notifications and coordination will be conducted via the CRASH NET.

(3) Airfield ELMR

(a) The airfield ELMR provides communications with vehicular traffic that operate on the airfield. The net includes the stations listed in (1) and (2) above.

2. Station Telephone System. The station telephone system is available as a tertiary backup for notification of elements needed to support an emergency operation; [REDACTED] is assigned as a primary means of reporting aircraft mishaps to base operations. When essential during an emergency, communication assistance may be obtained by dialing "911", stating the nature of the emergency and requesting assistance.

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SECTION IV - EQUIPMENT

1. General. Because of the nature of emergencies involving aircraft, crash/fire equipment must be portable and self-sustaining in the field. To be effective, certain crash/fire equipment must be capable of full operation within seconds after a mishap. Primary consideration in any aircraft mishap must always be the saving of human lives. Vehicular equipment dispatched to the scene of a mishap shall be limited to the requirement of each circumstance. The following are authorized:

a. Aircraft Fire Fighting and Rescue Equipment

- (1) Aircraft fire fighting and rescue trucks.
- (2) Public works cranes with appropriate slings.
- (3) Auxiliary crash/fire and rescue vehicles.
- (4) Structural fire equipment.
- (5) Ambulance.

b. Support Equipment

- (1) Other supporting ambulances.
- (2) Portable lighting equipment.
- (3) Security vehicles.
- (4) Salvage equipment.
- (5) Command and duty vehicles.
- (6) Field communications van.
- (7) City, county, and state police/fire vehicles.
- (8) Support equipment provided by other military services.

2. Equipment Readiness. Each vehicle considered available for dispatch to a mishap scene must be properly equipped and maintained for proper performance of its intended purpose. Particular consideration must be given to advanced planning and normal use of support vehicles to assure adequate manning and timely response when called.

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3. Equipment Control. The AOO, or designated representative, has control of the airfield other than at the direct scene of the mishap and is responsible for coordination of equipment. The SFO on scene will have command and control over the equipment at the immediate scene of the mishap. The SFO, as directed by the AOO, shall supervise control of the equipment for subsequent airfield clearance and salvage operations.

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SECTION V - TRAINING

1. Requirements. Aircraft mishaps and emergencies occur suddenly and with little warning. Exacting operations using available extinguishing materials in minimum time are of extreme importance. Comprehensive standards and constant training must be afforded to all crash/firefighting and rescue personnel through a continuous on-the-job training program. Crane operators and riggers must also be provided training.

a. The NAS Jacksonville Fire Chief shall:

(1) Be responsible for the organization and training of aircraft crash/fire operations to include personnel from the engineering equipment/rigging shop.

(2) Ensure that personnel and equipment are maintained in a constant state of readiness.

(3) Prescribe equipment standards.

(4) Recommend procedures.

(5) Monitor and evaluate training.

(6) Have direct access to the AOO and ASO.

b. The NAS Jacksonville ASO shall:

(1) Conduct quarterly base aviation safety meetings with tenant commands' ASOs.

(2) Conduct annual (at a minimum) aviation mishap drills involving the base Training Officer, tenant commands, and base emergency responders. It is recommended that squadrons involved be rotated for each drill.

c. Cognizant division officers shall ensure that aircraft maintenance, fueling, and servicing personnel assigned to flight line duties are instructed in the types of fire extinguishers available, and their application to all types of fires.

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SECTION VI - HAZARDOUS CARGO PROCEDURES

1. Hazardous Cargo. Prior to landing, pilots are required by reference (a) to inform the control tower of hazardous cargo aboard. When received, this message shall be relayed to the duty fire chief, the weapons duty officer, and EOD for proper handling of the cargo after landing.

2. Duties. The duty fire chief shall be familiar with precautionary measures involving aircraft carrying hazardous cargo, as prescribed in reference (g). In the event of an aircraft mishap involving an aircraft with known or suspected ordnance aboard, the following should be contacted for assistance:

a. NMC Det Jax Weapons Duty Officer at [REDACTED] or
DSN: [REDACTED]

b. Contact the EOD Mobile Unit 6, Detachment Mayport: (904) [REDACTED]
[REDACTED] or [REDACTED] / [REDACTED] for after hours.

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SECTION VII - AIRCRAFT SALVAGE**1. On-Station Mishaps**

a. In the event of a mishap on or in the vicinity of the duty runway, the airfield shall be closed. Upon notification from the on-scene commander that the airfield can be opened, the tower operators will, if conditions permit and as determined by the AOO or designated representative, immediately change the duty runway to one which will not interfere with or endanger personnel concerned with mishap investigation(s), removal operations, or in any way create a potential hazard for operating aircraft.

b. The AOO, or designated representative, shall be responsible for all operations concerning the removal of the damaged aircraft, with technical assistance of the squadron Aircraft Maintenance Officer and NAS Jacksonville AFM. Except when necessary to assist or remove deceased or injured personnel, or in the interest of safety, salvage or removal of a crashed aircraft shall not be authorized until after the wreckage has been examined, photographed, and notes made to provide the AMB with information for the Safety Investigation Report (SIR). The senior member of the concerned AMB will authorize the removal of the wreckage per reference (e). The senior member of the concerned AMB will notify the NAS Jacksonville CO, XO, and AOO when the wreckage is clear to be removed. However, if the forgoing will cause undue delay in reopening the field, the AOO shall have necessary data taken as practical and will forward it to the unit concerned.

c. It is ultimately the responsibility of the NAS Jacksonville AOO to ensure that the mishap scene is properly turned over to the appropriate mishap unit(s)' representative(s).

2. Off-station Mishaps. Except when necessary to assist or remove deceased or injured personnel, or in the interest of safety, salvage or removal of a crashed aircraft shall not be authorized until after the wreckage has been examined, photographed, and notes made to provide the AMB with information for the SIR. The senior member of the concerned AMB will authorize the removal of the wreckage.

3. Salvage Equipment Availability

a. For aircraft mishaps inland, the NAS Jacksonville NAVFAC Transportation Director or the BOS contractor will be contacted for salvage equipment and assistance as needed.

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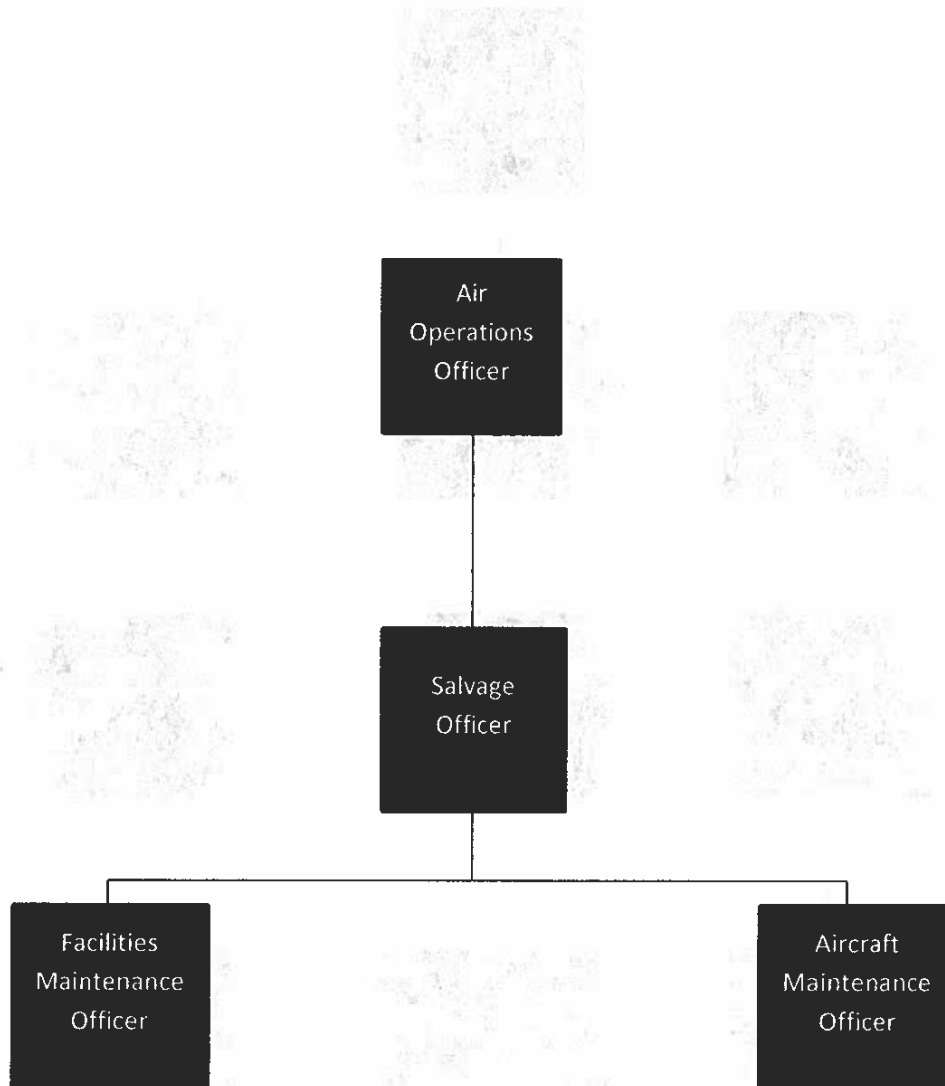
b. For aircraft mishaps at sea, the NAVFAC Transportation Director or BOS contractor will be contacted for salvage vessel assignment, equipment, and assistance as needed.

c. The AFM Division of the NAS Jacksonville Air Operations Department is responsible for conducting salvage of aircraft on station. For transient aircraft, the AFM division will remove the aircraft to a safe storage area.

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AIRCRAFT SALVAGE TEAM ORGANIZATIONAL CHART



AIRCRAFT SALVAGE COORDINATION TEAM

