

DEPARTMENT OF THE ARMY
 HEADQUARTERS, 101ST AIRBORNE DIVISION (AIR ASSAULT) AND FORT CAMPBELL
 Fort Campbell, Kentucky 42223-5617
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Safety

FORT CAMPBELL AIRCRAFT PRE-ACCIDENT PLAN

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1. Purpose

This regulation prescribes actions in appendix A to be taken by commanders and staff officers when an emergency or aircraft accident occurs at Campbell Army Airfield (CAAF), Sabre Army Heliport (SAH), on or near the Fort Campbell military reservation. It applies to all Fort Campbell based aviation units and other aviation units based temporarily at Fort Campbell.

2. References

- a. AR 360-1 (The Army Public Affairs Program).
- 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 Operations/Assistance/Insurance).
- f. DA Pamphlet 385-40 (Army Accident Investigation and Reporting).
- g. CAM Regulation 385-4 (Fort Campbell Aviation Mishap Prevention Plan).

3. General

a. Unit aircraft pre-accident plans will interface with this plan to ensure all applicable requirements are complied with. Close coordination must be maintained with all organizations having similar or related functions in order to obtain maximum effectiveness of the Fort Campbell Aircraft Accident Pre-Accident Plan.

This regulation supersedes CAM Regulation 385-3, dated 8 September 2006

b. The Fort Campbell Military Special 1:50,000 map is recognized as the local crash grid map. The crash grid map will be maintained by each activity listed on the primary crash alarm system, secondary notification system and be available in each emergency or rescue vehicle.

c. The Airfield Safety Officer for CAAF and or Sabre will evaluate the Fort Campbell Aircraft Pre-Accident Plan at least quarterly either during an actual emergency or "mock" drill to ensure currency/proficiency. During "mock" drill evaluations, all primary stations will respond. Secondary stations may be notified to participate as deemed necessary to ensure that the plan is functional.

d. Unit commanders will coordinate simulated unit crash rescue "mock" drills with the CAAF and SAH Safety Officer(s) 10 working days prior to unit's mock drill. CAAF and Sabre Safety Officers will coordinate mock drills with CAAF or Sabre Fire Chief's prior to unit executing unit drills.

4. Initial aircraft emergency/accident report

The first person observing or receiving a report of an aircraft emergency or accident at or near Fort Campbell will report the following information by radio or phone to Campbell Flight Dispatch, 270-798-7146/7147, Campbell Control Tower, Sabre Operations, 270-798-6122/6115, Sabre Control Tower, Eagle Radio, or Campbell Approach Control. In order to provide additional awareness for the Division and Installation Command Group, CAAF will notify and provide a copy of the initial report to the Installation Operations Center, 798-6160. The following information will be furnished/obtained:

a. Individual Reporting Accident:

(1) Call 270-798-2222/7146/7147 or 911 by phone. By radio, contact CAAF Tower, Sabre Tower, Eagle Radio, Approach, and Range Control via published frequencies.

(2) Give your name, rank, organization, location, telephone number. If in an aircraft your tail number and call sign.

(3) Give location of the emergency. (Grid location and distance from a prominent location).

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

(5) Description of the damage or emergency.

(6) Number of personnel injured and severity of injuries (if known).

(7) Whether or not fire is involved.

(8) Whether or not hazardous cargo is on board, if know.

(9) Accessibility to the aircraft's location by ground vehicles.

(10) Stay at the accident site until told to depart.

b. Individual Receiving Accident Report:

(1) Get persons reporting the accident's name, rank, organization, location, and telephone number, or aircraft call sign.

(2) Location of the emergency. (Grid location and distance from a prominent location).

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

(4) Description of the damage or emergency.

(5) Number of personnel injured and severity of injuries (if known).

(6) Whether or not fire is involved.

(7) Whether or not hazardous cargo is on board, if know. NOTE: If hazardous cargo is on board, notify Aircraft Rescue and Fire Fighting (ARFF) immediately.

(8) Accessibility to the aircraft's location by ground vehicles.

(9) Inform the individual reporting the accident to stay on site and in contact with you so you can develop the situation as required.

(10) Initiate the primary alarm or report all information to CAAF Flight Operations. Call 270-798-2222/7146/7147.

5. Overdue aircraft

The following procedures will be used when a Fort Campbell based aircraft, including temporary based aircraft working out of Fort Campbell, is suspected or known missing within the Fort Campbell local flying area. [NOTE: Search and rescue effort for aircraft out of the local flying area and flight following with Federal Aviation Administration (FAA) facilities will be conducted in the normal manner by the Search and Rescue Coordination Center.] Response and/or recovery assistance from Fort Campbell assets for all assigned aircraft will be IAW Fort Campbell Local Emergency Operations Plan. The Installation Operations Center will maintain situational awareness

and when directed by the Division or Installation Commander notify and assemble the Crisis Action Team. The 160th Regimental S3 will notify the IOC if response or recovery assistance from the Division is required.

a. Phase I - Communications and ramp checks will be initiated 30 minutes after the last required position report is missed. Any agency that becomes aware of a missing aircraft will notify Campbell Flight Dispatch at 270-798-7146/7147 and give all known details. Campbell Flight Dispatch will coordinate a radio search and ramp check as follows:

(1) A radio search on all Eagle Radio, Campbell Approach Control, Campbell and Sabre Control Tower air and ground frequencies.

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

(3) The owning unit will conduct a radio search by utilizing all assigned frequencies. Results will be reported to CAAF Flight Dispatch at 270-798-7146/7147.

(4) FAA facilities will conduct a radio search coordinated through Louisville Flight Service Station (FSS).

(5) Results of communications, ramp and hangar checks will be furnished to Campbell Flight Dispatch.

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

(1) All actual searches for a missing aircraft will be done under the direction of the Airfield Manager or his/her representative.

(2) CAAF Flight Dispatch will act as the coordinator.

(3) Eagle Radio will be the primary communications facility passing all radio communications to CAAF Flight Dispatch.

(4) The Division Aviation Safety Officer will be contacted for all Division aircraft.

(5) The owning unit will (upon orders from the ACoFS G3 or DPTMS for Division aircraft, or the Regimental S3 for 160th aircraft) initiate action to search (utilizing organic aircraft) known or suspected routes which may have been used by the missing aircraft.

(6) In the event that the initial route search proves negative, search and rescue aircraft will contact Eagle Radio for additional search and/or other instructions. (Eagle Radio will coordinate with Flight Dispatch for further guidance).

(7) When subject aircraft has been located and further assistance is required, Campbell Flight Dispatch will activate the Primary Crash Alarm System, Secondary Notification Systems and IOC. The information in paragraph 3 will be provided to the personnel on the notification list along with IOC.

6. Unconfirmed aircraft emergencies

Periodically, situations are reported and/or occur which necessitate limited investigation; e.g., 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. Upon receipt of any unconfirmed aircraft emergency, the following actions will be initiated.

a. Campbell Flight Dispatch will notify the following units or individuals:

(1) Range control will notify the organization providing Air Evacuation Services. (To make the air evacuation service aware of a possible emergency).

(2) Campbell Control Tower, Sabre Control Tower, Campbell Approach Control, and Eagle Radio.

(3) Memphis Center.

(4) Louisville FSS.

(5) 101st Aviation Brigade S1 or Staff Duty Officer (SDO), if the aircraft belongs to the 101st Aviation Brigade.

(6) 159th Aviation Brigade S1 or SDO, if the aircraft belongs to the 159th Aviation Brigade.

(7) 160th Aviation Regiment S1 or SDO, if the aircraft belongs to the 160th SOAR.

(8) Division Aviation Safety Officer (DASO).

(9) If aircraft ownership is not available the 101st, 159th, and 160th will be notified.

(10) CAAF, ASO.

(11) Sabre, ASO.

b. As directed, the 101st, 159th or 160th Aviation Brigade/Regiment S1 or SDO will alert an aviation element for possible commitment in the search and rescue effort, and have the commander of that element notify the CAAF, Flight Dispatch at 798-7146/7147 when they are ready to launch aircraft.

c. The unit or organization acting as the search and rescue will proceed to the suspected location and conduct a search for possible downed aircraft, establishing and maintaining communication with Eagle Radio. Eagle Radio will relay all information to CAAF, Flight Dispatch for further coordination.

d. The CAAF, Airfield Manager, or his 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 48.30. If an air ambulance service is utilized they will talk to Eagle Radio on VHF.

f. When the aircraft is located and a confirmed emergency exists, Campbell Flight Dispatch will activate the Crash Alarm Systems. CAAF Flight Dispatch will call all offices on the secondary notifications list. 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.

NOTE: Aircraft Rescue Firefighting Vehicles 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 CAAF Aviation Safety Officer (ASO), SAH ASO, DASO, or the 160th Regimental ASO, will act as the site coordinator pending arrival of the accident investigation board. The 716th Military Police Battalion will provide crowd control, security, and safeguarding of classified material and Government property as required. (If the DASO position is not filled, then the Brigade ASO that has had the accident will assume responsibilities for the DASO).

8. Command notification procedures

This plan provides for timely notification of the Installation Operations Center (IOC) of any aircraft accident and or emergency. The IOC will inform the Commanding General and command group personnel in accordance with instructions contained in the IOC SOP.

9. Termination of emergencies

a. The CAAF Airfield Manager/Aviation Safety Officer has overall responsibility for termination and release of assets responding to an emergency which requires activation of the Fort Campbell Pre-Accident Plan. The Sabre Heliport Manager/Aviation Safety Officer, has been delegated authority to terminate emergencies at SAH. The CAAF ASO, Sabre ASO, DASO, or SOAR ASO can terminate and release assets responding to emergencies on the airfield.

b. The Fire Department Incident Commander (FDIC) that responds to an emergency will notify the appropriate Air Traffic Control (ATC) Tower when all phases of the fire fighting and rescue operations are completed. Off the airfield, the FDIC will notify CAAF Flight Dispatch when all phases of the fire fighting and rescue operations are completed. ATC Tower will relay this information to CAAF Flight Dispatch or SAH Operations, as appropriate. After coordination with the respective managers/safety officers (CAAF or SAH), Campbell Flight Dispatch or SAH operations will notify the Primary and Secondary Alarm Stations of termination of the emergency.

10. Crash alarm systems

a. The Primary Alarm circuit is made up of stations/elements involved in lifesaving and or minimizing injury or property damage. The Primary Crash Alarm System will be activated by Campbell Control Tower, Campbell Flight Dispatch, Sabre Control Tower, or Sabre Operations when an accident is observed, reported, or when a pilot declares an emergency. A pilot stating that he is making a precautionary landing will not require the primary crash alarm to be activated if the aircraft can be seen by tower or another aircraft and it can be confirmed that that the aircraft has been landed safely. The Crash Alert System provides a means of alerting remote units or non-primary master stations from a master station that is in primary mode. The system consists of 4 master stations and 10 remote stations. The means of communications is via a Motorola Trunked Radio System. The system and any back up system will be maintained by the Directorate of Information Management (DOIM). The system will be tested daily by designated stations. The Primary Crash Alarm System connects these stations:

STATIONS:

Campbell Flight Dispatch/Operations (Activator)
 Campbell Control Tower..... (Activator)
 Fire Station #3 (CAAF)..... (IAD)
 Fire Station #4 (Destiny).....
 Post Fire Station #1.....
 Ambulance Station (BACH)
 Range Control (DPTM)
 Sabre Operations (Activator)
 Sabre Control Tower..... (Activator)
 Fire Station #2 (Sabre)..... (SAH)
 716th Military Police Battalion
 Eagle Radio798-4334

The Secondary Crash Alarm System will be activated when the Primary or a portion of the Primary Crash Alarm System fails. If the entire Primary Crash Alarm System fails, CAAF Flight Dispatch will contact stations on the primary by phone. Flight Dispatch will contact Fire, MP, and ambulance services by calling 911 Center and calling all other stations by phone. If the entire system does not fail and only one or two stations fail, those stations will be called by phone by Flight Dispatch. If one or more of the failed stations are fire, MP, or ambulance services, then the 911 center will be called to activate them.

b. The Secondary Telephonic Notifications System is established to inform appropriate personnel of an aircraft accident or emergency. The system will be activated by the Flight Dispatch at CAAF whenever the Primary Crash Alarm System is activated. CAAF Flight Dispatch will maintain and validate the Secondary Telephonic Notification System on a monthly basis. Flight Dispatch will provide the CAAF Safety Officer with the results of the Secondary Notification System test after every primary crash drill test.

CAAF ASO 798-2226/3415
 SAH ASO.....956-2073
 Division Aviation Safety Office 798-1742/1754
 IOC..... 798-6160/2870
 19th ASOS, AF WX 798-5989/3421
 IAD Transient Alert 798-4819/5128
 Public Affairs Office 798-3025/6027

NOTE: During other than normal duty hours, the DASO, CAAF and SAH ASO will be notified using home or cell telephone numbers. The Division Aviation Officer (DAO) and Division Aviation Maintenance Officer (DAMO) (when required) are notified by the DASO.

c. 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. These sections will be notified, as required, by the DASO using normal telephonic channels. Sections which have potential involvement are listed below and are listed under "other" on the attached Pre-Accident Plan:

Directorate of Information Technology..... 798-9650/9652
 Division/Staff Chaplain..... 798-6124/6123
 Staff Judge Advocate..... 798-2214/5890
 MPSD, Casualty Section 798-4727/4729
 ACofS, G3/5/7..... 798-6103/7141
 Criminal Investigation Division (CID)..... 798-4575/9406
 *EOD (Range Control Activates EOD).....798-3001

FOR THE COMMANDER



MARK L. RITTER
 Colonel, GS
 Chief of Staff

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Appendix A

Aircraft Pre-Accident Plan Implementing Instructions

A-1. General

a. The Fort Campbell Pre-Accident Plan is the direct responsibility of the Commanding General, 101st Airborne Division (Air Assault) and Fort Campbell, Fort Campbell, Kentucky, who has delegated the responsibility for implementation to the Airfield Manager, CAAF.

b. Close coordination will be maintained 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. Accidents on and off the airfield, accidents involving aircraft will be reported to CAAF Flight Dispatch (798-2222/7146/7147) or by radio to Campbell Control Tower, Sabre Control Tower, Eagle Radio, or Campbell Approach Control. 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 the accident has occurred in the training area or off post and a ground convoy becomes necessary, personnel and equipment required for the emergency will line up in the parking lot adjacent to the building 7164 (ATC) at CAAF. The CAAF ASO, Sabre ASO or the ranking person from the Fire Department will be designated as convoy commander.

e. All sections (stations) listed in this plan will ensure that personnel responding to this plan are familiar with all applicable procedures, appendix E, and FC Form 2460 (Report of Aircraft Mishap). Explanation of this form is included in appendix C. A copy of this plan and FC Form 2460 will be conspicuously posted near the designated station radio and or telephone.

A-2. Primary/secondary crash alarm

The Primary/secondary Crash Alarm circuit is made up of stations/elements involved in lifesaving and or minimizing injury or property damage. The Primary Crash Alarm System will be activated by Campbell Control Tower, Campbell Flight Dispatch, Sabre Control Tower, or Sabre Operations when an accident is observed, reported, or when a pilot declares an emergency. (A pilot stating that he is making a precautionary landing will not require the primary crash alarm to be activated if the aircraft can be seen by tower or another aircraft and it can be confirmed that the aircraft has landed safely). The secondary alarm will be activated by the station calling CAAF, Flight Dispatch at 270-798-2222/7146/7147 when the primary alarm fails. (see paragraph 10, this regulation for details).

A-3. Campbell control tower

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 the airfield/heliport to air and ground traffic if necessary, except emergency equipment. Close the runway once an inbound emergency has landed. The Fire Department Incident Commander will be in charge of the scene until the aircraft is deemed safe. The runway will remain closed until a foreign object damage (FOD) check has been completed by Transient Alert. Campbell Flight Dispatch will be the point of contact for re-opening the runway at CAAF and Sabre Operations at SAH.

e. Notify Campbell Approach Control of all emergencies and airfield status.

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

g. The following table establishes the schedule for the communications test of the Primary Crash Alarm that is to be conducted at 0800 local, daily. NOTE: If Sabre Tower or Sabre Dispatch are closed, CAAF, Flight Dispatch will conduct the Primary Crash Alarm test for the closed section.

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
CAAF TOWER	SAH TOWER	SAH FLT OPS	CAAF FLT OPS	CAAF TOWER	CAAF TOWER	CAAF TOWER

A-4. Crash Fire Station #3 (CAAF) and Crash Fire Station #4 (Destiny)

- a. Respond immediately to the alarm and conduct rescue and fire suppression as necessary when the accident is on CAAF, visible from CAAF, or if a large aircraft is involved within a 15-mile radius of CAAF and an accurate location of the accident is known or other areas as directed by the Senior Fire Official (SFO) on duty or in charge.
- b. Control crash site until fire is extinguished, rescue efforts are completed and the area is safe for entry by authorized personnel.
- c. Request additional fire fighting equipment when needed because of location or nature of the accident.
- 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 CAM Regulation 95-1. A current copy of CAM Regulation 95-1 will be maintained at all Crash Fire Stations.
- f. Keep a current Fort Campbell Military 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.
- g. Upon termination of fire threat and/or rescue operations, release site to CAAF ASO, Sabre ASO, DASO or designated representative.

A-5 Range Control

- a. Responsible for MEDEVAC requests.
- b. Responsible for closing necessary ranges, observation posts, firing points, and any additional training in order to provide Eagle Radio the ability to vector MEDEVAC aircraft directly to the accident or incident location.
- c. Primary Range Control frequency is 75.25, alternate frequency is 48.50. Phone numbers are 798-3001/4122.

A-6. Air Ambulance Service

- a. Will be notified by range control.
- b. If MEDEVAC cannot launch due to weather or other circumstances, MEDEVAC will immediately inform range control to send the ground ambulance to the crash site. Range control will notify Flight Dispatch and Eagle Radio that MEDEVAC cannot respond and that the ground ambulance has been dispatched to the site.
- c. Air Ambulance Crew evacuates casualties, crewmembers, passengers, and any other personnel who have been involved in suspected Class A, B or C accidents to the designated medical treatment facility. The apparent absence of injury is not a factor in determining how or when to move personnel to medical facilities. The dynamics involved in an aircraft accident may produce injuries that are found only with a detailed medical examination. Caution is advised since some injuries may not be immediately apparent and those involved in the mishap may not be capable of assessing their own injuries due to the stressful nature of the situation.
- d. Radio preliminary report of crash scene to Eagle Radio or controlling agency to aid ground rescue operation.
- e. Will respond to emergency as directed by Range Control.
- f. Air Ambulance Aircraft will contact Eagle Radio prior to entering the restricted area and maintain communications with Eagle Radio until they are clear of the restricted area.

A-7. Blanchfield Army Community Hospital

- a. Provide one completely equipped ambulance, to include medical personnel from the Ambulance Section, to report to Flight Dispatch at the side of building 7163, in front of gate 19 at CAAF, Flight Operations at the base of the tower at SAH, or if directed by Flight Dispatch during the primary notification or via radio instructions go directly to the accident site.
- b. Comply with the Blanchfield Army Community Hospital (BACH) Emergency Management Plan.
- c. Have BACH Communications Section inform the responding ambulance crews of the best routes to reach the general area shown on the Fort Campbell Military Special 1:50,000 map. Responding ambulance crews must have a current Fort Campbell Military Special 1:50,000 map. Responding ambulance crews must have a current Fort Campbell Military Special 1:50,000 map available.

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

e. Have the Emergency Center supervise transportation of the injured and provide emergency medical treatment as needed.

f. Evacuate casualties, crewmembers, passengers and any other personnel who have been involved in suspected Class A, B or C accidents to the designated medical treatment facility. The apparent absence of injury is not a factor in determining how or when to move personnel to medical facilities. The dynamics involved in an aircraft accident may produce injuries that are found only with a detailed medical examination. Caution is advisable since some injuries may not be immediately apparent and those involved in the mishap may not be capable of assessing their own injuries due to the stressful nature of the situation.

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 Center 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 requirements are maintained.

i. In addition, the on-call Aviation Medical Officer will --

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

(2) Coordinate for medical photography, pathology support (Army Regional Medical Examiner, 798-8115/8381), and assistance from local civilian medical authorities as required in the event of an off-post mishap.

(3) Provide guidance to the accident scene commander on the removal of deceased persons by the proper authority (i.e., Army Regional Medical Examiner, 798-8115/8381, or other badged representative of the Armed Forces Medical Examiner system).

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

A-8. 716th Military Police Battalion

a. Dispatch security personnel to Flight Dispatch at the side of building 7163, in front of gate 19 (CAAF), Flight Operations at the base of the tower at SAH, or directly to the accident site when so directed by Flight Dispatch or Flight Operations during the Primary notification or via radio instructions. Military police are needed to provide adequate security and order at the crash scene to prevent pilferage of wreckage (IAW 18 USC) until the arrival of the guard force. Military Police will take guidance from the CAAF ASO, SAH ASO, or DASO. Military Police must be equipped with all necessary items to ensure that security can be maintained.

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

c. Provide specific duties at the accident scene to include restraint of spectators, crash pass requirements, security and safeguarding of classified material and Government property. The area should be roped or cordoned off as soon as possible, with a single entry/exit point established.

d. Ensure that responding Military Police patrols know the best routes to all general areas represented on the Fort Campbell Military Special 1:50,000 map. Responding military police patrols must have a current Fort Campbell Military Special 1:50,000 map.

e. Determine off-post police departments most proximate to each off-post area and post telephone numbers and radio control data on the pre-accident plan.

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

g. Notify CID to respond to the accident scene upon the death of any military member or military dependent.

h. CID will coordinate with CAAF ASO, SAH ASO, or DASO prior to conducting their investigation.

A-9. Post Fire Station #1

a. Respond immediately to accidents occurring anywhere in the cantonment areas, SAH, on the military reservation, or within a 15-mile radius of Fort Campbell at the direction of the Assistant Chief or SFO.

b. The SFO at the scene will control operations until the threat of fire and/or rescue operations have been terminated. At that time the SFO will turn the crash site over to the CAAF ASO, SAH ASO, or DASO.

c. Where location or nature of crash indicates need for "outside" fire extinguishing services, initiates direct request from appropriate fire departments.

- d. Keeps a current Fort Campbell Military 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 pre-accident plan.
- e. 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 is posted at the fire station.
- f. Advises the DPW Environmental Division and Fire Department (after duty hours, Fort Campbell IOC) when dangerous or hazardous cargo warrants the presence of specialists (Ordinance Officer, Chemical Officer, etc.).
- g. Activate the Fort Campbell Local Emergency Plan if environmental or hazardous cargo is involved which requires special handling. Proponent for this plan is G3/DPTM, IOC.

A-10. CAAF Flight Dispatch

- a. Initiate the Primary Crash Alarm System and or the Secondary Crash Alarm as required for any aircraft accident or emergency reported to them by radio or telephone.
- b. Receive and relay accident/emergency data to all primary stations and the IOC.
- c. Keep a current Fort Campbell Military Special 1:50,000 map conspicuously posted and ensure that all personnel are familiar with the map.
- 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. Keep the IOC informed.
- g. Notify the CAAF Airfield Manager and ASO.
- h. Notify the battalion/squadron commander or SDO of the unit owning the aircraft.
- i. Notify the DASO.
- j. Establish and control and adequate CRASH PASS system.
- k. Direct 716th Military Police Battalion or DoD Police as required.
- l. Notify U.S. Army Materiel Command (AMC), Tanker Airlift Control Element (TALCE) when activated; otherwise, the OL-U, 621 AMOG (798-7170) at times when Air Force elements are involved.
- m. Determine which aircraft may be affected in the event of an on-airfield accident and ensure the information is furnished to ARTCC, Memphis and Louisville FSS, as appropriate.
- n. Determine the approximate length of time that the accident/emergency will affect operations at CAAF and publish appropriate flight advisories or NOTAMS.
- o. Ensure all stations on the Primary Alarm System are notified when the emergency has been terminated and notify the IOC of emergency termination.
- p. Reopen the airfield for normal operations after coordinating with ATC, ARFF, Transient Alert, and the CAAF Airfield Manager, Safety Officer, or his designated representative.
- q. Conduct a communications test of the Primary Crash Alarm System per paragraph A-3, this Appendix.

A-11. Sabre Control Tower

- 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 all primary stations.
- c. Alert all traffic at SAH to the emergency and grant traffic priority to search and rescue aircraft/vehicles.
- d. Close SAH to air and ground traffic if necessary, except emergency equipment. Close the runway once an inbound emergency has landed. The runway will remain closed until a FOD check has been completed. The Fire Department Incident Commander will be in charge of the scene until the runway has been cleared. Sabre Operations will be the point of contact for opening the runway. The SAH Manager, Safety Officer, or his designee will conduct a FOD check following a mishap.
- e. Notify Campbell Approach Control of all emergencies and heliport status.
- f. Keep a current Fort Campbell Military 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 Crash Primary Alarm per paragraph A-3, this Appendix.

A-12 Sabre Operations

- a. Activate the Primary Alarm System when an accident is observed, reported, or when a pilot declares an emergency. If the primary fails, activate the secondary by calling CAAF, Flight Dispatch.
- b. Receive and relay accident/emergency data received to all primary stations.
- c. Keep a current Fort Campbell Military Special 1:50,000 map conspicuously posted and ensure that all tower personnel are familiar with the map.
- d. Notify the SAH Security Officer of the emergency. The SAH Security Officer will ensure the main gate is open and remains open until termination of the emergency. The SAH Security Officer will allow emergency and rescue vehicles to enter until termination of the emergency.
- e. Ensure the SAH Safety Officer, Manager, or designee conducts a FOD check following mishap.
- f. Direct 716th Military Police Battalion and or DoD Police.
- g. Conduct a communications test of the Primary Crash Alarm System per paragraph A-3, this Appendix.

A-13. Crash Fire Station #2 (Sabre)

- a. Respond immediately to the alarm and conduct rescue and fire suppression as necessary when the emergency is within the air traffic area of SAH or other areas as directed by the SFO on duty or in charge.
- b. Control crash site until fire is extinguished, rescue efforts are completed and the area is safe for entry by authorized personnel.
- c. Request additional fire fighting equipment when needed because of location or nature of the accident.
- d. Maintain required manning 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 CAM Regulation 95-1. A current copy of CAM Regulation 95-1 will be maintained at all Crash Fire Stations.
- f. Keep a current Fort Campbell Military 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.
- g. Upon termination of fire threat and/or rescue operations, release site to SAH ASO, CAAF ASO, or DASO, or designated representative.

A-14. Secondary Crash Alarm System

- a. The Secondary Telephonic Notification System is designed to inform appropriate administrative personnel in case of an accident or emergency. The Secondary Telephonic Notification System will be activated by CAAF Flight Dispatch whenever the Primary Crash Alarm System is activated.
- b. The following administrative elements comprise the Secondary Notification System. Additional sections which may be required to act are listed under "OTHER" and will be individually notified by the DASO. In the absence of the DASO, the following offices will notify the personnel listed as other: 101 Aviation Brigade ASO for 101 Aircraft, 159th Aviation Brigade ASO for 159th aircraft, CAAF ASO or Sabre ASO.

IOC.....	798-6160
Eagle Radio	798-2967
Division Aviation Safety Office	798-1742/1754
19th ASOS, AF WX.....	798-5989/3421
IAD Transient Alert	798-4819/5128
Public Affairs Office	798-3025/6027
CAAF ASO	798-2226/3415
SAH ASO	956-2073

- c. CAAF Flight Dispatch will provide written confirmation of notification of all offices on the Secondary Notification System to the CAAF ASO after each crash drill test conducted at CAAF.

A-15. Eagle Radio

- a. Receive accident and emergency data and relay it to Campbell Flight Dispatch.
- 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 (798-3001/4122, Frequency 49.95/48.50).

(5) Provide assistance to the Safety Officer in determining the accident classification and an Estimated Cost of Damage to the accident investigation board on request.

(6) Assist in “reconstruction” of the aircraft from components or as otherwise requested by the Accident Investigation Board.

A-19. Weather Detachment, 19th Air Support Operations Squadron

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) Create a NEXRAD archive tape and aircraft accident investigation board compact disk.

(3) Notify the Commander, 19th Air Support Operations Squadron (ASOS).

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.

A-20. Installation Aviation Division Transient Alert

a. Provide a vehicle with operator and radio to be used by the Airfield Manager/Airfield ASO, CAAF or his representative at the crash scene if on CAAF.

b. Escort ground ambulance and Military Police to the scene if on CAAF.

c. Stand by to render assistance as guards or traffic guides if on CAAF.

d. Ensure that the ground ambulance and the Military Police, located at CAAF, are notified when the emergency is terminated if on CAAF.

e. Conduct FOD check if on CAAF.

f. Perform other functions as deemed necessary by the Airfield Manager or Safety Officer.

A-21. Public Affairs Office

a. Dispatch Public Affairs Office (PAO) personnel to the assembly point for further instructions to proceed to the accident scene to handle news release.

b. Maintain liaison with local news services to help minimize adverse relations, which may develop from the accident.

c. Assist in the investigation by soliciting return of pilfered wreckage.

d. Ensure all information released is in accordance with procedures approved by the Chief of Staff.

A-22 101st and 159th Aviation Brigade’s AVIM unit or 160th AVIM organization

a. Upon notification of an aircraft accident, be prepared to control, direct, coordinate, and dispatch personnel, aircraft, and equipment to the crash scene for wreckage recovery operations.

b. The aircraft will remain in place until the accident board has convened and the board president has released the aircraft for recovery.

A-23. Other

a. Personnel or sections listed under “OTHER” will be notified when there has been an actual aircraft accident.

b. The DASO or his representative will notify (notification will be accomplished only to those individuals or sections where warranted):

DOIM.....	798-9650/9652
Division/Staff Chaplain.....	798-6124/6123
Staff Judge Advocate.....	798-2214/5890
MPSD, Casualty Section.....	798-4727/4729
ACofS, G3/5/7.....	798-6103/7141
CID.....	798-4575/9406
DAO.....	TBD

c. Director, DOIM will--

(1) Provide and maintain the Primary Crash Alarm System.

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

d. Division Chief of Staff or his designee will coordinate for Engineer support. Upon request from the Aircraft Accident Investigation Board, provide personnel and apparatus to clear land, move earth, or perform other

engineering functions relating to accident investigation within the tasked Engineer organization's capability. Other engineer resources are available through the Director, Public Works Business Center.

e. Division/Staff Chaplain.

(1) During normal working hours, the Division Chaplain's office will be notified. After normal working hours, the Staff Duty Chaplain will be notified.

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

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

f. 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.

g. ACofS, G1 (Casualty Section) will --

(1) Designate the ACofS, G1 Duty Officer for duty during non-duty 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 Campbell Casualty Operations Plan, if necessary.

h. CID.

(1) CID will be notified by the military police and respond to the accident scene upon the death of any military member or military dependent.

(2) CID will determine as quickly as possible if evidence indicates the accident was the result of criminal intent other than negligence, dereliction of duty, or disobedience of an order.

(3) Procedures for safety and CID accident scene investigations are outlined in AR 385-40, paragraph 4-5, and DA Pamphlet 385-40, paragraph 2-1g.

i. Aircraft Accident Investigation Board.

(1) The DASO, or his representative is responsible for coordination with the Army Safety Center, Fort Rucker, Alabama, and Fort Campbell units relative to the selection of the President and additional Board members.

(2) Army Aircraft accident investigation president and board duties are outlined in AR 385-40 and DA Pamphlet 385-40.

(3) Assistance required will be coordinated and provided by the DASO.

(4) The president of the accident investigation board will take charge of the accident site and initiate the investigation upon arrival at the crash scene, in accordance with current U.S. Army and Air Force regulations.

Appendix B
MATRIX to Subparts of Appendix A, Pre-Accident Plan

B-1. Aircraft Pre-Accident Plan ~~Implementing~~ Instructions is located at Appendix A, pages 6-13.

B-2. The matrix below shows the exact location of the subparts of Appendix A to the Pre-Accident Plan:

A1 GENERAL PG 6	A2 PRIMARY SECONDARY CRASH ALARM INSTRUCTIONS PG 6	A2 SECONDARY CRASH ALARM INSTRUCTIONS PG 6	A3 CAAF CONTROL TOWER INSTRUCTIONS PG 7
A4 CAAF STATION #3 & DESTINY STATION 4 INSTRUCTIONS PG 7	A5 RANGE CONTROL INSTRUCTIONS PG 7	A6 AIR AMBULANCE SERVICE INSTRUCTIONS PG 7	A7 BLANCHFIELD ARMY HOSPITAL INSTRUCTION PG 7,8
A8 716 MILITARY POLICE BATTALION INSTRUCTIONS PG 8	A9 POST FIRE STATION #1 INSTRUCTIONS PG 8,9	A10 CAAF FLIGHT DISPATCH INSTRUCTIONS PG 9	A11 SABRE CONTROL TOWER INSTRUCTION PG 9
A12 SABRE OPERATIONS INSTRUCTIONS PG 10	A13 SABRE FIRE STATION #2 INSTRUCTIONS PG 10	A14 SECONDARY NOTIFICATION SYSTEM PG 10	A15 EAGLE RADIO INSTRUCTIONS PG 10,11
A16 DIVISION AVIATION SAFETY OFFICER INSTRUCTIONS PG 11	A17 DIVISION AVIATION OFFICER INSTRUCTIONS PG 11	A18 DIVISION AVIATION MAINTENANCE OFFICER INSTRUCTIONS PG 11	A19 WEATHER DETACHMENT INSTRUCTIONS PG 12
A20 TRANS ALERT INSTRUCTION PG 12	A21 PUBLIC AFFAIRS INSTRUCTIONS PG 12	A22 101/159/160 AVIM ORGANIZATION INSTRUCTIONS PG 12	A23 OTHER PG 12,13

B-3. Appendix C, Report of Aircraft Accident, is located at, page 15.

B-4. Appendix D, Mishap Site Guard Force, is located at , page 16.

B-5. Appendix E, Accident Site Hazards and Countermeasures, is located at, pages 17 and 18.

B-6. Appendix F, Sample FC Form 2460, is located at pages 19 and 20.

B-7. Appendix G, Glossary, is located at pages 21 and 22.

Appendix C Report of Aircraft Accident

C-1. General

FC Form 2460 will be used by all Primary and Secondary Alarm System stations to ~~transmit and~~ record aircraft accident data. (FC Form 2460 is available to download electronically from the Fort Campbell Intranet).

C-2. Instructions

- a. Part I will be used by all stations. Information will be passed by block number as it becomes available.
- b. Part II will be used by Campbell Flight Dispatch only.

C-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 FC Forms 2460 is conspicuously placed near designated Primary and Secondary Alarm System Telephone.
- c. Ensuring that non-duty 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 D

Mishap Site Guard Force

D-1. General

The owning unit is responsible for providing the guard force for any aircraft mishap. Initial site security will be provided by Military Police/DoD Police.

D-2. Mishap Site Guards

- 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., Army Regional Medical Examiner or other badged representative of the Armed Forces Medical Examiner system, 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, the Investigation Board will be shown the original location of the parts and informed which parts were moved.
- d. Admit only authorized personnel access to the crash site. Authorized personnel are: CAAF ASO, SAH ASO or DASO or personnel under their charge. Other authorized personnel will have in their possession a crash site pass, issued by the CAAF Flight Dispatch, CAAF ASO, SAH ASO, DASO, Board President, or the Accident Site Commander.
- e. Prevent disturbance of physical evidence, such as gouges or marks on the ground.
- f. Do not enter the crash site or tamper with any physical evidence or parts of the wreckage.
- g. Do not smoke within the posted perimeter of the crash site. An authorized smoking area should be established.
- h. On Fort Campbell or a military reservation, do not allow 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. All questions will be referred 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 E Accident Site Hazards and Countermeasures

E-1. Purpose

The purpose of this appendix 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.

E-2. General

a. Fort Campbell 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, possible munitions hazards, and blood borne pathogens. It is imperative that the following risk management controls and countermeasures are 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 fire fighting 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, fire fighters 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, all unprotected personnel must be restricted from assembling downwind of the crash site and will be prevented from entering the peripheral area, as determined by the on-scene commander (Senior Fire Department Official). As a guide, the peripheral area should be defined as more than 25 feet away from the damaged composite parts, but may vary depending on environmental conditions. The area should be roped or cordoned off as soon as possible, with a single entry/exit point established. The only individuals authorized in the immediate mishap site and peripheral areas will be those that are wearing the appropriate personal protective equipment.

(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 DAMO) 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 fixant is applied, personnel must minimize disturbing the crash site. Other aircraft should not be allowed 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 F
FC Form 2460 Report of Aircraft Mishap

REPORT OF AIRCRAFT MISHAP (Feeder Report for RCS CSGPA - 1550. The proponent of this form is Aviation Safety Division)				DATE
PART I -- ALL STATIONS <i>(Transmit and Receive Information By Block Number)</i>				
1. TYPE OF REPORT <input type="checkbox"/> ACTUAL <input checked="" type="checkbox"/> SIMULATED <i>(Mock)</i>		2. AIRCRAFT TYPE		3. AIRCRAFT CALL SIGN
4. NATURE OF THE EMERGENCY			5. LOCATION	
6. LANDING RUNWAY	7. TIME OF INTENDED LANDING	8. FUEL ON BOARD	9. NUMBER OF PERSONNEL ON BOARD	
10. ADDITIONAL EMERGENCY SUPPORT REQUIRED		11. TIME	12. RECEIVED FROM	
13. REMARKS				
14. EMERGENCY TERMINATED BY			15. TERMINATION TIME (LCL)	
PART II -- CAAF FLIGHT DISPATCH / CRASH CONTROL ONLY				
1. TIME OF LANDING	2. PILOT'S NAME	3. A/C HOME STATION	4. TIME HOME STATION/UNIT NOTIFIED	
5. DESTINATION AND ENROUTE STOPS -- IDENTIFIERS AND TIMES NOTIFIED			6. TIME CAAF OPI/CDR NOTIFIED	
7. REMARKS				

INSTRUCTIONS FOR COMPLETION OF FC FORM 2460

1. Upon activation of the Primary or Secondary Alarm system, each station should immediately be prepared to receive the mishap data on FC Form 2460.
2. The initiating station will ensure that all stations are "on line" and then announce, "This is _____ with daily phone check" or, in the event of an emergency or actual, announce, "This is _____ with an emergency message."
3. At this time, the mishap data will be transmitted by block number. Example: Block 1, ACTUAL; Block 2, UH-60; Block 3, ARMY 12433; etc.
4. At the conclusion of the block information, the initiating station will state: "No other information available at this time. New and updated information will be passed when available. Those not receiving a good copy, stay on the line." Respond with your initials and "good copy" or "standing by." The initiating station will then query all stations and repeat information, as necessary, for those stations "standing by."
5. Do not ask for information that clearly was not passed by the initiator. Keep questions short and relevant.

Appendix G Glossary

AMC

Army Materiel Command

ARFF

Airfield Rescue and Fire Fighting

ASO

Aviation Safety Officer

ASOS

Air Support Operations Squadron\

ATC

Air Traffic Control

BACH

Blanchfield Army Community Hospital

CAAF

Campbell Army Airfield

CID

Criminal Investigation Division

DAO

Division Aviation Officer

DASO

Division Aviation Safety Officer

DAMO

Division Aviation Maintenance Officer

DOIM

Directorate of Information Management

DOL

Directorate of Logistics

FAA

Federal Aviation Administration

FDIC

Fire Department Incident Commander

FOD

Foreign Object Damage

FSS

Flight Service Station

IAD
Installation Aviation Division

PAO
Public Affairs Office

ROZ
Restricted Operating Zone

SAH
Sabre Army Helicopter

SCBA
Self-Contained Breathing Apparatus

SDO
Staff Duty Officer

SFO
Senior Fire Official

SOP
Standing Operating Procedures

TALCE
(Air Force) Tactical Airlift Control Element