



AVIATION INCIDENT PLAN

Lead Organisation:	Norfolk and Suffolk Constabularies Joint Contingency Planning Department, on behalf of Suffolk Resilience Forum
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FREEDOM OF INFORMATION

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Environmental Information Regulations 2004

This plan presumes disclosure of all environmental information, under Environment Information Regulations. Where exemptions are claimed under Environment Information Regulation 12 (5)a, this will only be where one of the responder agencies has judged that the information may adversely affect either international relations, defence, national security or public safety. Where such content has been identified, the paragraph number will be highlighted and the paragraph text removed from public versions of the plan.

Data Protection Act 1998

This plan does not include personal data that has been shared under the Data Protection Act 1998. It does include data relevant to achieve planning arrangements and identifies how more specific personal data will be used during any emergency.

Review

This plan will be reviewed by the Norfolk and Suffolk Constabularies Joint Contingency Planning Department on behalf of the Suffolk Resilience Forum at least every 3 years. Earlier reviews will take place, if there is a change in legislation or where lessons are identified from incidents and exercises.

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DISTRIBUTION LIST

Joint Regional Liaison Officer (HQ 7th Infantry & HQ East)
Cambridgeshire Resilience Forum
NHS England
East of England Ambulance Service NHS Trust
Essex Resilience Forum
Environment Agency
DCLG - Resilience and Emergencies Division
Public Health England – East of England PH Team
Highways England
Maritime & Coastguard Agency
Norfolk Resilience Forum
RAF Regional Liaison Officer East
Suffolk Clinical Commissioning Groups
Suffolk Constabulary
Suffolk Fire and Rescue Service
Suffolk Joint Emergency Planning Unit
USAFE (UK)
District Emergency Planning Officer - West

AMENDMENTS

Amendment No.	Date	Amended by	Summary

1. INTRODUCTION

IF YOU ARE USING THIS PLAN IN RESPONSE TO AN EMERGENCY INCIDENT PLEASE REVIEW **APPENDIX A** URGENTLY.

- 1.1. This plan summarises the way the Suffolk Resilience Forum (SRF) will respond to a crashed aircraft in Suffolk. A major aircraft crash is by its nature sudden and catastrophic, placing all the organisations concerned with the response under immediate intense pressure. The possible scale of such events can mean their effects often cross administrative boundaries and can involve a long and complicated recovery effort.
- 1.2. This SRF Plan is supported by the detailed plans of each agency involved, who will deliver the roles and responsibilities outlined in paragraph 8.
- 1.3. Suffolk has no major civilian airports. There are two active USAF fixed wing flying stations and an Army Air Corps base operating primarily helicopters:-
 - a. RAF Mildenhall is the home of the USAFE(UK), it is the US Forces passenger gateway into the UK and the main transportation airport for military stores to and from the United States. They also operate a fleet of air-to-air refuelling tankers flown by 100th Air Refuelling Wing.
 - b. RAF Lakenheath is the home of the USAF 48th Tactical Fighter Wing.
 - c. Wattisham Flying Station is an Army Air Corps Base (AAC Wattisham) flying Apache helicopters. Also based there is the Eastern Region National Police Air Service (NPAS). The Base is responsible for military Aircraft Post Crash Management across Suffolk, Essex and Hertfordshire. See paragraph 8.11.
- 1.4. East of England Ambulance Service NHS Trust also has access to helicopters for use in Suffolk based across the region.
- 1.5. Defence Nuclear Materials – Aircraft of the RAF and USAF occasionally carry Defence Nuclear Materials (DNM). The risk of a full-scale nuclear detonation in the event of a crash is negligible. The biggest danger is the smoke plume from any fire carrying radioactive particles.

2. AIM

The aim of this plan is to set out and provide an effective multi-agency emergency response to a crashed aircraft in Suffolk by providing the structures, systems and arrangements necessary to deliver the following objectives:

3. OBJECTIVES

- To provide a flexible response to an incident which maintains the well being, economy and health of the community of Suffolk
- To ensure the safety of people within any identified hazard areas.
- To manage the wider impact of an aviation incident to minimise disruption to the countryside, utilities, rural communities or transport networks and its impact on the people of Suffolk.
- To ensure that the public, particularly those who may be at risk receive adequate information for their continued protection and reassurance.
- To provide a media response through the SRF Communications Plan
- To clarify the responsibilities of multi-agency partners to provide an effective response that limits mortality and morbidity.
- Aim to minimise social, economic and environmental disruption to Suffolk.
- Lead on activities to support the recovery of communities and business.

4. RISK ASSESSMENT

- 4.1 Although the Suffolk Community Risk Register identifies an aviation incident as a LOW risk, multi-agency partners have agreed that due to the high profile of such an incident should it occur, this plan must be retained.
- 4.2 Each individual organisation has their own risk assessment based upon their respective roles and responsibilities in the plan.
- 4.3 A major air incident will result in a hazardous environment at the scene, and all services responding to the scene should identify potential hazards at an early stage and take measures to protect their staff. For example all smoke and dust should be treated as toxic. Advice can be obtained initially from the Fire and Rescue Service at the scene.
- 4.4 Particular attention must be paid in relation to crashed military aircraft as there are specific hazards associated with munitions.

5. ACTIVATION

- 5.1 The activation of this plan is most likely to be as follows:
- a) Through a report to the emergency services from a member of the public who has witnessed an aircraft crash.
 - b) To Suffolk Constabulary by information from the London Area Control Centre (LACC) who monitor some civilian flights.
 - c) To Suffolk Constabulary from military sources.
 - d) In the event of a crashed aircraft carrying Defence Nuclear Materials, Suffolk Constabulary will receive notification from the Ministry of Defence Special Safety Cell who monitor all such flights.

- 5.2 The police contingency plan contains a call out list to notify relevant agencies when a report is received in the Constabulary Contact and Control room (CCR). They will utilise the SRF Alerting Directory to facilitate this action.
- 5.3 All aircraft crashes in the UK will be reported to the Air Accident Investigation Branch (AAIB).

6 CONCEPT OF OPERATIONS

6.1 AIR ACCIDENT INVESTIGATION BRANCH (AAIB)

The AAIB will either investigate an accident themselves or nominate another agency to do so. If it is a military accident, the Defence Accident Investigation Branch (AIR) (DAIB Air) will take the lead and appoint a Service Inquiry Team to investigate the accident.

- 6.2 It is important that, as well as saving life, all evidence at the scene is preserved as much as possible for any subsequent investigation. There must be early liaison between the Emergency Services, in particular the Police, and any investigating organisation.
- 6.3 A Memorandum of Understanding (MoU) exists between Home Office Police Forces and the AAIB for this purpose.

6.4 COMMAND, CONTROL AND COORDINATION

There are circumstances where an air crash could be dealt with by the Emergency Services without the necessity of declaring a major incident. However if a major incident is declared, the management of a multi-agency response will follow the approach in the SRF Generic Emergency Response Plan.

- 6.5 Whilst the impact of a major incident may be short lived, the recovery phase, led by the Local Authority following national guidance and the SRF Recovery Plan could take some time.
- 6.6 Primacy for the management of a response to an incident involving USAF aircraft will sit with Suffolk Constabulary.

In the event USAF responders arrive at the scene first they will establish an initial management structure for the crash site.

On the arrival of Suffolk Fire and Rescue Service and Suffolk Constabulary responsibility for the management of the incident scene will be assumed by them and standard SRF procedures will be implemented.

- 6.7 The USAF will be invited to send a liaison team to the UK tactical and strategic management locations to establish links with the relevant base operations centre.

The pre designated sites for these centres are

- Tactical Coordinating Centre (TCC) - Landmark House Ipswich
- Strategic Coordinating (SCC) – Police HQ Martlesham

7. WARNING AND INFORMING

- 7.1 The management of the Suffolk media response will be guided by the SRF Communications Plan.
- 7.2 A Media Co-ordination Cell will be set up at an early stage as the initial single point of contact.
- 7.3 Requests to photograph/film crashed military aircraft should be referred to the MoD Press Officer or if they are not available, the Military Incident Officer

8 ROLES AND RESPONSIBILITIES

The generic roles and responsibilities of Category 1 and 2 responders are detailed in the SRF Generic Emergency Response Plan. The following roles and responsibilities are those more specifically envisaged in a response to an Aviation Incident.

8.1 Suffolk Constabulary

- As far as practicable, to secure, protect and preserve the scene of the aircraft crash, and to control sightseers, souvenir hunters and the media, and traffic through the use of cordons and traffic control points.
- The collation and dissemination of casualty information in particular procedures relating to foreign nationals.

8.2 Suffolk Fire and Rescue Service

- Early consideration of the effects the incident may have on the environment and potential action to be taken to minimise this.
- In conjunction with the police, participate in the aircraft crash investigations led by the AAIB and preparation of reports with supporting evidence for subsequent enquiries.
- Facilitate a coordinated Fire and Rescue / USAF response where appropriate, utilising specialist knowledge and equipment from both services.

8.3 East of England Ambulance Service NHS Trust

- In liaison with Fire and Rescue to provide incident specific health and safety advice with proportionate and appropriate response.
- To designate and alert appropriate receiving hospitals / treatment centres and to provide a Hospital Ambulance Liaison Officer (HALO) to each hospital and alert the wider NHS.
- Facilitate a coordinated UK Medical / USAF response where appropriate, utilising specialist knowledge from both services.
- Manage the NHS activities at the scene.
- Protect the health and safety of all NHS personnel on site.

8.4 Suffolk Local Authorities

Generic roles and responsibilities apply – See Generic Emergency Response Plan.

8.5 NHS England

Generic roles and responsibilities apply – See Generic Emergency Response Plan.

8.6 Highways Authorities (Highways England and Suffolk Highways)

- Provide temporary traffic management at the scene in support of the Police in particular with relation to an incident affecting the road network
- Treatment of damaged / polluted roads
- Advise on suitable diversion routes for all traffic, providing Strategic National signage to inform the travelling public for the duration of the incident and sign any actual road closures
- To restore the highway and street furniture to operational use and render the surface safe by the removal of any debris, after liaison with the Air Accident investigation Branch (AAIB), and by treatment of any polluted / contaminated areas.
- Liaise with the Media Coordination Cell for matters relating to road closures and diversions on trunk roads

8.7 Maritime and Coastguard Agency (MCA)

- In the event of an aircraft crash offshore (below the high water mark) the MCA will have primacy and lead the response.
- Partner agencies within the SRF will assist with the response in consultation with them.
- Response for an aircraft crash will follow the National Search and Rescue plan and will be provided via the MCA Aeronautical Rescue Coordination Centre (ARCC) and Search and Rescue (SAR) helicopters.

8.8 Environment Agency

- Protection of the environment
- Provide technical advice on the disposal of fire fighting agents.
- Provide technical advice on the disposal of waste arising from the incident.
- Provide technical advice on air quality issues that could arise from the incident.
- Provide technical advice to water companies to aid in the decision making of the impact on public water supply.

8.9 Military Aircraft Post Crash Management (APCM)

- In the event of a military aircraft crash anywhere in Suffolk the initial UK military response will be provided via the MCA Aeronautical Rescue Coordination Centre (ARCC) who will order the launch of search and rescue helicopters to assist the Emergency Services at the scene and the immediate deployment of RAF Mountain Rescue Teams through the MoD, who are specialised in responding to such incidents and will provide an initial military cordon/guard force. Whilst recognising that Police retain primacy of the crash site there will be a considerable follow on military force that will deploy.
- AAC Wattisham will coordinate the military follow on APCM activities on behalf of the Ministry of Defence (MOD). If the crash is within 5 miles of the base, Wattisham Emergency Services may respond if flying operations allow. In all cases a Ministry of Defence Incident Officer (MOD IO) will be appointed and deploy to the crash site. The role of the MOD IO is to co-ordinate activities at the crash site and to be the principal MOD point of contact at the scene. They will remain at the site until the area has been remediated and has been signed over back to the landowner. All MOD IOs are trained to liaise closely with the civil authorities and will provide advice at the scene and co-ordinate military follow up support, which could include:
 - Personnel from the Joint Aircraft Recovery and Transportation Squadron to recover the aircraft and remediate the site.
 - Personnel from the Centre of Aviation Medicine / Institute of Naval Medicine to advise on crash site hazards. Information on military aircraft hazards is available via APCM organisation.
 - A military guard force to assist the Police in cordoning the site.
 - Corporate Communications Specialists.
 - A Service Inquiry Team or Service Accident Investigating Teams supported by the AAIB or DAIB (Air).
 - Salvage & Marine Operations if the aircraft has crashed into water.
 - Explosive Ordnance Disposal if the aircraft is armed.
 - Royal Engineers.
 - Defence Estates if there has been damage to property.
 - Any other military capability that may be required.

The RAF Regional Liaison Officer (RAFRLO) will be on call to offer advice and support to SCG / TCG.

8.10 Defence Nuclear Emergency Organisation

(Incidents involving Nuclear Weapons or Defence Nuclear Materials (DNM))

The Ministry of Defence maintains a Defence Nuclear Emergency Organisation (DNEO) and the necessary contingency plans to deal with any accident. A DNEO Team will be dispatched immediately to the scene. If a USAF aircraft is involved this team will include American personnel. A second element known as Follow on Forces will then be activated and called to the scene as required. All these DNEO resources are kept at an enhanced state of readiness during movements of nuclear weapons or DNM.

8.11 USAF (UK)

(Incidents involving USAF aircraft and / or personnel)

- **Primacy and Jurisdiction.** The UK Civilian Police retain primacy of the crash site and the Coroner has jurisdiction over any human remains. Once satisfied that the crash does not involve a criminal act, the UK Police will allow the USVF to investigate as outlined by NATO STANAG 3531. Once the UK Coroner is satisfied that the deceased is a member of the USVF then, in accordance with the VFA 1952, they may return the deceased to US custody¹
- The scale of the response will depend upon the circumstances; however, the UK MoD has the lead on APCM involving all visiting NATO aircraft, and this includes USAF aircraft stationed in the UK. Therefore, the MoD APCM infrastructure will respond as per existing guidelines.
- Following previous incidents the USAF has responded by sending out a guard force, which will probably be armed, and a party to recover any classified material. However the crash site is UK jurisdiction and the civil police have primacy. The MoD Incident Officer will deploy from Wattisham and take the MOD lead at the site. USAF Staff from both Mildenhall and Lakenheath are aware and trained in the UK MoD APCM policy.
- **Accident Investigation.** NATO STANAG 3531 details the arrangements between NATO members following an accident on the conduct of the subsequent investigation. The USVF will immediately establish an Interim Safety Board (ISB) whose President will deploy to the accident site and command USVF. Subsequently, two further boards, the Safety Investigation Board (SIB) and Accident Investigation Board (AIB), will convene and travel to the UK.
- With the exception of perishable evidence, the evidence will need to remain in situ until remediation is approved by both the SIB and AIB. The DAIB(Air) may request, or be requested, to observe both the SIB and AIB.

¹ Part 1, Section 7, Subsection (1) of the Visiting Forces Act 1952 as amended by the Coroners and Justice Act 2009 states "(1) Subsections (1A) and (1B) of this section apply if a coroner who has jurisdiction to conduct an investigation under Part 1 of the Coroners and Justice Act 2009 into a person's death is satisfied that the deceased person, at the time of the death, had a relevant association with a visiting force. (1A) If no investigation into the person's death has begun, the coroner will not begin an investigation unless directed to do so by the Lord Chancellor. (1B) If an investigation into the person's death has begun but has not been completed, the coroner will suspend the investigation unless directed not to do so by the Lord Chancellor."

- **EOD.** The USVF will deploy EOD capability with the knowledge of USVF weapons and escape systems; however, the USVF EOD personnel are not licensed to operate in the UK other than for life saving purposes. UK EOD should be deployed in accordance with UK procedures and take the lead EOD role working closely with their USVF counterparts.
- Claims should be handled in accordance with MoD APCM Policy. The USVF will contact the MoD to determine how claims will be investigated as the adjudication involves a cost sharing between the USVF and MOD as detailed in the NATO Status of Forces Agreement (SOFA).

8.12 **Utilities**

Major utilities companies such as gas, electricity, water and BT have their own contingency plans, which would be activated as required. Liaison with the utilities will be provided through the SCG and or TCG where pertinent.

9. RECOVERY PHASE

9.1 Reference should be made to the SRF Recovery Plan

9.2 Should the incident involve USAF aircraft, the MoD IO will be responsible for any immediate financial claims - for example, temporary accommodation of displaced persons. For any large claims regarding recovery work and remediation of the site, Defence Infrastructure Organisation acts as the MoD's Point of Contact for claims. As an incident is dealt with through the MoD APCM infrastructure, it is they who have responsibility for any financial claims.

SCG / TCG Initial considerations checklist

When initiating this plan some of the issues which the SCG / TCG chair will need to consider and understand are as follows (Note this list is not exhaustive):

1. What type of Aircraft is involved (civil / military / cargo / passenger)?
2. Anticipate number of casualties
3. What hazards and risks are presented by the Aircraft itself?
4. Is any release of hazardous material involved?
5. Does any debris field contain hazardous material?
6. What type of terrain is involved?
7. Which populations or environments are at risk?
8. Are any ground structures or facilities damaged or at risk?
9. What are the current and predicted weather conditions?
10. Where is the FCP?
11. Access routes and RVP
12. Access /logistics issues requiring
13. Liaison with AAIB for specific hazard info
14. Intelligence implications e.g. for secondary threats or forensic evidence recovery

GLOSSARY

Abbreviation /Acronym	Description
AAIB	Air Accident Investigation Branch
APCM	Aircraft Post Crash Management
ARCC	Aeronautical Rescue Coordination Centre
CCR	Force Contact and Control Room
CRIP	Common Recognised Information Picture
DAIB (Air)	Defence Accident Investigation Branch (Air)
DNEO	Defence Nuclear Emergency Organisation
DNM	Defence Nuclear Material
EOD	Explosive Ordnance Disposal
HART	Hazardous Area Response Team
ISB	Interim Safety Board
LACC	London Area Control Centre
MA	Medical Advisors
MERIT	Medical Emergency Response Incident Team
MoD	Ministry of Defence
MoD IO	Ministry of Defence Incident Officer
NATO	North Atlantic Treaty Organisation
RAF	Royal Air Force
RAFRLO	Royal Air Force Regional Liaison Officer
SAR	Search and Rescue
SCG	Strategic Coordinating Group
SIB	Safety Investigation Board
SOFA	Status of Forces Agreement
SORT	Special Operations Response Teams
SRF	Suffolk Resilience Forum
STANAG	Standardisation Agreement
TCG	Tactical Coordinating Group
USAF	United States Air Force
USAFE - UK	United States Air Force Europe
USVF	United States Visiting Forces
VFA 1952	Visiting Forces Act 1952