



UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
BOX 99100
YUMA, ARIZONA 85369-9100

StaO P3750.2E
3SM
02 MAR 1998

STATION ORDER P3750.2E

From: Commanding Officer
To: Distribution List

Subj: PREMISHAP PLAN

Ref: (a) OPNAVINST 3750.6Q
(b) OPNAVINST 3750.16B
(c) OPNAVINST 3100.6F (R)
(d) NAVAIR 00-80T-67-1 (NOTAL)
(e) ABO 3750.1E
(f) StaO 3750.3C
(g) StaO P5720.2 ~~A~~ E

Encl: (1) LOCATOR SHEET

Reports Required: List, Page V.

1. Purpose. To publish a comprehensive plan for responding to aircraft emergencies on or within the cognizant area of Marine Corps Air Station, Yuma and, to establish procedures and responsibilities for the timely reporting and investigating of aircraft mishaps.

2. Cancellation. StaO P3750.2D.

3. Background

a. Reference (a) sets forth requirements for investigation and reporting of aircraft mishaps. Reference (b) requires reports that are pertinent to a comprehensive Aviation Safety Program and are in addition to the reports required by reference (a).

b. Reference (c) requires reports on incidents of potential national or international significance in which Marine Corps personnel, units or installations are involved. Reports listed on page v will be submitted per references (a) and (b) and their submission does not supersede or satisfy the reporting requirements of references (d) and (e).

c. References (a), (d) and (e) implement the Aviation Safety Program and establish the requirements of premishap planning. Reference (f) publishes standard operating procedures for Search and Rescue and Crash, Fire, Rescue personnel, respectively; and assign responsibilities to Station personnel or activities for responding to aircraft crashes on or off the Station. Reference (g) establishes procedures for the release of information to the public and civilian news media and assigns this responsibility to the Public Affairs Officer.

4. Information

a. This Order is applicable to all station organizations and tenant organizations and shall serve as the Station Operations Premishap Plan.

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b. Per references (a) and (b), requirements and procedures established herein are applicable when:

(1) An aircraft mishap or emergency occurs on or near MCAS Yuma (within 100 miles).

(2) An aircraft mishap involves MCAS Yuma aircraft, personnel, or facilities.

(3) The responsibility for investigation and/or reporting a mishap is assigned to MCAS Yuma by higher authority.

5. Action

a. The Provost Marshal, Public Affairs Officer, Senior Medical Officer, Facilities Management Officer and the Station Officer of the Day will familiarize themselves with and are guided by references (a) through (g) and the contents of this Order.

b. The Operations Officer, MCAS Yuma will ensure that all applicable operations personnel familiarize themselves with and are guided by references (a) through (g) and the contents of this Order.

c. The Executive Officer, MCAS Yuma will ensure that members of the Aircraft Mishap Board familiarize themselves with and are guided by references (a) through (g) and the contents of this Order.

6. Concurrence. The Commanding Officer's of Marine Aircraft Group-13, VMFT-401, and MAWTS-1 concur and make this Order applicable to their command.



C. J. TURNER

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Indicate the location(s) of the copy(ies) of this Manual.



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REPORTS REQUIRED

<u>REPORT TITLE</u>	<u>REPORT SYMBOL</u>	<u>PARAGRAPH</u>
I. Telephone Report to Naval Safety Center	No Symbol	3003.2
II. Mishap Message Report	OPNAV 3750-20	3003.2
III. Report of Aircraft Mishap Involving Federal Aviation Agency (FAA)	OPNAV 3750-16	3003.2
IV. Mishap Investigation Report	OPNAV 3752-1	3003.2
V. Rescue Report	NWP 19-1	2006.3
VI. Naval Aviation Hazard Report	OPNAV 3750-19	3003.2
VII. OPREP-3	No Symbol	3003.1

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CHAPTER 1

AIRCRAFT MISHAP DEFINITIONS

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CHAPTER 1

AIRCRAFT MISHAP DEFINITIONS

1000. GENERAL. Personnel involved in the investigation and reporting of aircraft mishaps and personnel responding to aircraft emergencies should have a working knowledge of terms contained in reference (a). The most frequently used terms are defined below.

1001. DEFINITIONS

1. Aircraft Mishap. A naval aircraft mishap is an unplanned event or series of events, directly involving naval aircraft which result in any of the following:

a. Ten thousand dollars or greater cumulative damage to naval aircraft, other aircraft (DOD or non-DOD), or property (DOD or non-DOD). Property damage includes costs to repair or replace facilities, equipment, or materials.

b. An injury that results in a fatality, permanent total disability, permanent partial disability, or one or more lost work days to the injured person.

2. Intent for Flight. Intent for flight is considered to exist when the aircraft brakes are released and/or takeoff power is applied for the purpose of commencing an authorized flight. Intent for flight continues until the aircraft taxis clear of the runway or landing area, for helicopters or VSTOL aircraft. The flight ends when the aircraft has alighted and the aircraft weight is supported by the landing gear.

3. Aircraft Mishap Categories. Naval aircraft mishap categories are defined as follows:

a. Flight Mishap (FM). Those mishaps in which there was \$10,000 or greater DOD aircraft damage or loss of a DOD aircraft and intent for flight (for DOD aircraft) existed at the time of the mishap. Other property damage, injury or death may or may not have occurred.

b. Flight Related Mishap (FRM). Those mishaps in which there was less than \$10,000 DOD aircraft damage, and intent for flight (for DOD aircraft) existed at the time of the mishap, and \$10,000 or more other property damage, defined injury or death occurred.

c. Aircraft Ground Mishap (AGM). Those mishaps in which no intent for flight existed at the time of the mishap and naval aircraft loss, or \$10,000 or more aircraft damage, and/or property damage, or defined injury occurred.

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4. Aircraft Mishap Severity Classes. The following mishap severity classes, based on personnel injury and property damage, are applicable to all three categories of mishaps listed above.

a. Class A Severity. A mishap in which the total cost of property damage (including all aircraft damage) and/or injury is \$1,000,000 or greater; or a naval aircraft is destroyed or missing; or any fatality or permanent total disability occurs with direct involvement of Naval aircraft.

b. Class B Severity. A mishap in which the total cost of property damage (including all aircraft damage) is \$200,000 or more but less than \$1,000,000 and/or a permanent partial disability, and/or the hospitalization of five or more personnel.

c. Class C Severity. A mishap in which the total cost of property damage (including all aircraft damage) is \$10,000 or more but less than \$200,000 and/or injury results in one or more lost work day.

d. Any occurrence in which the total cost or property damage (including all aircraft damage) is less than \$10,000 and there are no defined injuries, is not considered a reportable naval aircraft mishap.

5. Determination of Aircraft Mishap Costs. To determine aircraft mishap costs, refer to paragraph 414 of reference (a).

6. Injury Classification. Personnel injury classifications for aircraft mishaps are defined below.

a. Alfa -- Fatal Injury. An injury that results in death from a mishap or the complications arising therefrom, regardless of the time intervening between the mishap and a subsequent death.

b. Bravo -- Permanent Total Disability. Any non-fatal injury that, in the opinion of a competent medical authority, permanently and totally incapacitates a person to the extent that any gainful occupation may not be followed. In addition, the loss of, or the loss of use of both hands, feet, eyes, or a combination of any of these body parts as a result of a single mishap will be considered as permanent total disability.

c. Charlie -- Permanent Partial Disability. An injury which does not result in death or permanent total disability but, in the opinion of competent medical authority, results in permanent impairment or loss of any part of the body, the loss of a great toe, the thumb, or an irreparable inguinal hernia, with the following exceptions:

- (1) Teeth.
- (2) The four smaller toes.
- (3) Distal phalanx of any finger.

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(4) Distal two phalanges of the little finger.

(5) Repairable hernia.

(6) Hair, skin, nails, or any subcutaneous tissue.

d. Delta -- An injury that does not result in death, permanent total disability or permanent partial disability, but which results in one or more lost workdays (not including day of injury).

e. Echo -- Bodily harm requiring greater than first aid (but not involving a lost workday).

f. Foxtrot -- Bodily harm requiring only first aid or no treatment.

g. Golf -- No bodily harm.

h. Lima -- Lost at sea.

i. Uniform -- Missing/Unknown.

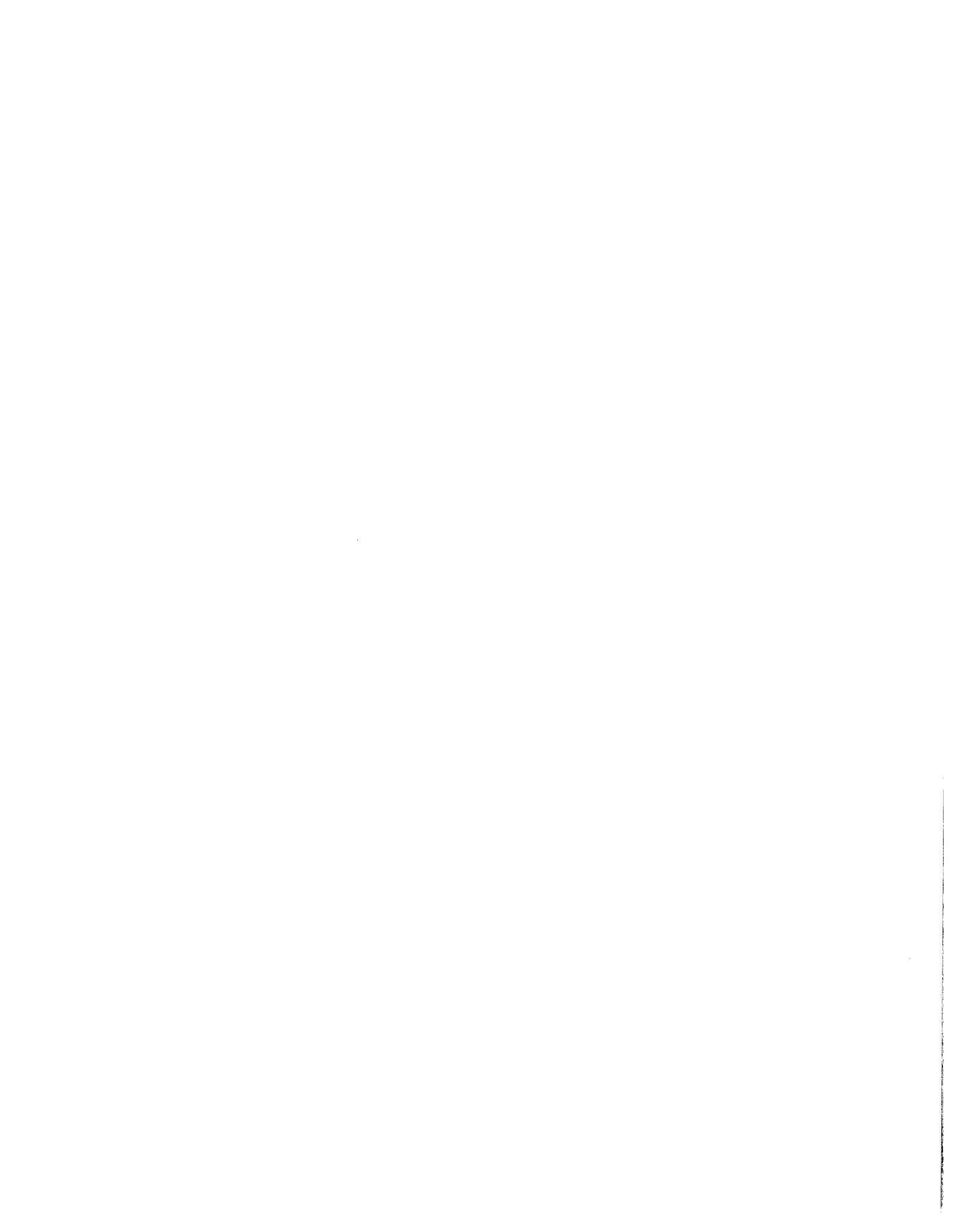
Note: Lima and Uniform injuries equate to fatality for mishap severity level classification.

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CHAPTER 2

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CHAPTER 2

RESPONSIBILITIES

2000. GENERAL. Each Reporting Custodian is ultimately responsible for the investigation and disposition of any cognizant aircraft mishap aboard or near MCAS, Yuma. If there is an aircraft emergency or mishap at or near the station, personnel assigned to this Command and subordinate units are responsible for taking appropriate action as outlined in this Chapter. This action includes controlling access to all aircraft mishap sites within 100 NM of the MCAS Yuma regardless of aircraft's parent organization. Access control will be relinquished to appropriate authority as soon as practicable. This action prevents compounding the impact of an aircraft mishap on the environment and the legal implications from land owners.

2001. AIRFIELD OPERATIONS OFFICER

1. The Airfield Operations Officer is responsible for the training and readiness of the Airfield Operations Division and coordinates the following personnel to ensure rapid response in the event of an aircraft mishap:

- a. Flight Clearance Crew Supervisor.
- b. Air Traffic Control Officer.
- c. Search and Rescue Division Officer.
- d. Crash, Fire, Rescue Division Officer.
- e. Weather Service Officer.

2002. FLIGHT CLEARANCE CREW SUPERVISOR. The Flight Clearance Crew Supervisor is a key individual in the Premishap Plan. The Crew Supervisor will be thoroughly familiar with this Chapter and the Mishap Report Checklist and Mishap Report Format, Appendix A and B of this Order. The Crew Supervisor is responsible for receiving the initial notification establishing liaison and coordinating efforts in response to aircraft mishaps, both on and off the airfield, and will ensure the flight clearance telephones are manned at all times. In addition, the Crew Supervisor will ensure compliance with the following:

1. An On or Off-Station Mishap or Impending Emergency

a. Obtain all information that is available utilizing a copy of the Mishap Report Checklist (Appendix A) from the Aircraft Mishap Folder.

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b. Maintain operational control of the airfield by coordinating with the Control Tower and depending on the location of the mishap, close, open or restrict usage of the airfield as necessary.

c. Complete the Mishap Report Checklist expeditiously.

d. The Crew Supervisor will employ Flight Clearance personnel to relay information to persons/activities listed in the checklist, however, the Crew Supervisor is responsible for its completion with notified person's name, time contacted, and submission to the Station Aviation Safety Officer as soon as possible.

2. An Off-Station Mishap or Impending Emergency

a. Dispatch the primary Search and Rescue (SAR) crew to mishap location if required.

b. Recall standby SAR crew if primary crew is dispatched during hours that military aircraft are operating. If no military aircraft are operating then only notification of the standby crew that primary crew is launched is all that is needed.

c. In the event the crash site is close to the airfield, the Crew Supervisor may dispatch emergency ground support vehicles on an individual basis. If the crash site is not close and convoy is required, the convoy will form on the flight line at the Station Operations Building #153, to be briefed by the Crew Supervisor. The Crew Supervisor will maintain communication with on-scene and/or convoy personnel through the Control Tower or Yuma Command, as appropriate.

3. Serious Mishaps Involving Transient Aircraft. In the event transient aircraft are involved in a serious mishap, unless relieved by the Senior Member of the MCAS Yuma Aircraft Mishap Board, the Crew Supervisor will ensure that the following actions are taken:

a. If known, notify the point of departure, destination, home station, and pilot's home unit.

b. If the mishap aircraft home station or home squadron cannot be contacted immediately, follow the procedures in Appendix B for submission of the 60 minute telephone call to the Naval Safety Center and make preparations to begin the Initial Mishap Message Report if required. Call the Aviation Safety Officer and Operations Officer immediately for help.

c. Complete the Mishap Report Checklist (Appendix A). Do not hold up telephone calls or message traffic because of incomplete information.

d. Complete the steps for an off-station mishap.

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2003. CONTROL TOWER SUPERVISOR. In the event of an aircraft mishap or emergency, the Control Tower Supervisor will comply with the alert procedures contained in reference (f) and take appropriate action as follows:

1. Activate the crash alert system and pass known information as outlined in Chapter 10.
2. Close affected portions of the airfield to normal traffic and when movement to crash site has subsided, recommend to the Crew Supervisor those portions of the airfield that can be reopened.
3. Keep airborne and ground traffic advised of expected delays and/or those portions of the airfield that are available to them.
4. Keep Flight Clearance aware of pertinent information.
5. Assist aircraft requesting information on divert airfields and notify Flight Clearance of diverting aircraft .
6. If a mishap occurs within the Class D Airspace, route traffic to prevent interference with rescue operations.
7. Be prepared to provide navigational assistance to the SAR helicopter and to direct the Crash Crew Section Leader and other mobile units to the crash site. Maintain communication with on-scene rescue support personnel and coordinate as necessary with the Flight Clearance and other support agencies.
8. For an off-station mishap, determine if there is an aircraft at the scene or in the vicinity and if possible obtain the following information:
 - a. Type of aircraft, call sign, type of ordnance on board, unit from, working frequency.
 - b. Bearing and distance to the site in relation to a navigational aid, Lat/Long coordinates, grid coordinates, or well known geographical point.
 - c. Status of aircrew and passengers, and location, if different from the crash site.
 - d. Time that the on-scene aircraft can remain on station to give navigational assistance to rescue operations.
9. During an emergency landing, stop all aircraft movement on the airfield in order that fire fighting and rescue equipment may proceed to standby positions.
10. Maintain a log that reflects an account of all events.

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2004. CRASH, FIRE, RESCUE OFFICER (CRASH OFFICER). The Crash Officer, Crash Chief or designated representative is responsible for the following:

1. On-Station Crash

a. Immediately proceed to the scene of the crash and direct rescue operations.

b. If a combination aircraft-structural fire, the structural fire chief will assume control of fire fighting operations. The Crash Officer will effect rescue of personnel as soon as practical and furnish assistance as required.

c. Crash equipment on the runway alert positions will move expeditiously upon receiving instructions from tower or if the aircraft needs assistance.

d. If the tower is not aware of the crash, the crash equipment crew chief will inform the tower via radio while en route to the scene.

e. Alert vehicles will effect rescue and then minimize the amount of property damage and extinguish the fire. The primary mission of the runway alert crash crew personnel is the rescue of mishap personnel.

2. Off-Station Crash

a. Designate a daily off-station response element, normally one command/rescue vehicle and one major crash rescue vehicle.

b. If the exact location of the crash is known at the time of initial notification and it is located in the Air Station's area of responsibility as outlined in reference (a), the designated off-station crash rescue equipment, plus an ambulance and EOD team if required, will respond immediately to the crash scene.

c. The Crash Officer will coordinate with local civilian fire fighting agencies in an established mutual aid agreement to delineate responsibilities and tasking at the crash site.

d. The Crash Officer/Crash Chief is designated the Ground Element Commander (GEC) and will have control of the fire fighting and rescue effort at the crash scene. Any request for assistance will originate from the GEC and will be directed to the Airfield Operations Officer/Flight Clearance Crew Supervisor.

e. The remaining support vehicles will form a convoy on the flight line at the Airfield Operations Building #153, and await a brief by the Flight Clearance Crew Supervisor. The convoy will be composed of the following units/personnel as appropriate:

- (1) Additional ambulances and medical personnel.

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- (2) Additional crash vehicles and/or salvage crane.
- (3) Security vehicles and sentry personnel.
- (4) Additional EOD personnel as required.
- (5) Public Affairs Officer and/or news media personnel.
- (6) Duty photographer.
- (7) Aircraft Mishap Board members.

f. The Crash Officer/Crash Chief will turn over responsibility for the wreckage to the Senior Member of the AMB when there is no further threat of fire or explosion and rescue operations are completed. In the event the AMB is not on the scene of the crash, the wreckage will become the responsibility of the senior security personnel present until arrival of the AMB.

2005. FLIGHT CLEARANCE PERSONNEL. In the event of an aircraft mishap, on or off-station, flight clearance personnel will:

1. Relay information received to the Crew Supervisor.
2. Assist the Crew Supervisor in completing the Mishap Check List (Appendix A).
3. Coordinate with other activities or emergency support personnel/agencies as directed by the Crew Supervisor.
4. Coordinate information or aircraft diverting to other airfields with locally based organizations and air traffic control facilities as necessary to properly guard their flights.

2006. SEARCH AND RESCUE DIVISION OFFICER. Search and Rescue personnel will respond to aircraft emergencies and mishaps per reference (g), amplified as follows:

1. On-Station Aircraft Emergencies/Mishaps. Upon activation of the Crash Speaker Alarm System, the on-duty crew will stand ready to expeditiously turn-up the duty aircraft or monitor the situation as required. In the event that a crash occurs, the SAR aircraft will proceed direct, with clearance, to the mishap site and render medical assistance as directed by the senior medical authority on the scene. If the SAR aircraft is the first agency to arrive at a crash site, the SAR pilot will assume On-Scene Command (OSC) responsibilities. Once, the Crash Officer and/or Crash Chief (GEC) arrives at the crash and is in a position to assume control, OSC will be transferred between the SAR pilot and the GEC via VHF AZ Fire Mutual Aid frequency (154.280). If unable to transfer on the VHF then OSC will be

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transferred on tower frequency via radio relay. The SAR aircraft will remain at the crash site at the discretion of the SAR pilot or until relieved by the OSC or higher authority.

2. Off-Station Aircraft Emergencies/Mishaps. The SAR on-duty crew will normally be notified by a call from the tower that an aircraft emergency or mishap has been confirmed off-station. Response to declared aircraft emergencies that would jeopardize the capability of returning to the airfield within current response posture will be at the discretion of the SAR pilot, based on the nature of the emergency, distance to the emergency aircraft, and stated pilot intentions. The immediate concern of the SAR crew will be the rescue and recovery of downed aircrew, evacuating victim(s) to the nearest medical facility for observation/treatment or as the medical officer may direct. The SAR pilot will assume OSC unless competent military or civil authority arrives prior to the SAR aircraft. Primary communications between the SAR aircraft and GEC will be the Arizona Fire Mutual Aid frequency. The SAR aircraft will monitor tower frequency within the Class D Airspace. On-scene command will be transferred between the SAR pilot and the GEC when the GEC is established at the crash site. Communications at mishap sites outside the Class D Airspace will use the frequency assigned by the controlling agency or SAR International scene of action frequency, 282.8 UHF. Extended operations at the crash site will utilize 282.8 UHF. The SAR aircraft will remain at the mishap site as necessary, at the discretion of the SAR pilot or until relieved by the OSC or higher authority.

3. The SAR Officer will coordinate through prior liaison with local civil rescue agencies as to responsibilities and procedures at an off-station mishap site and prerequisites for transport of military personnel by civil agencies.

4. Upon completion of a mission, debrief with Operations and standby to support Mishap Investigation if approved through the SAR OIC or Operations Officer.

5. Complete the Rescue Report, SAR Form 19-1 (Appendix D), within seven working days after a SAR response.

6. Standby SAR Crew. When notified by the on-duty crew, the standby crew members will expeditiously report to the SAR office and prepare the standby aircraft for SAR duty or support of the Mishap Investigation when approved by the SAR OIC or Operations Officer.

2007. WEATHER SERVICE OFFICER. Upon notification of an in-flight emergency, the Duty Forecaster will direct the Duty Observer to be prepared to support the aircraft in distress. If a mishap occurs, an Aircraft Mishap Observation will be taken per the Fleet Meteorological Handbook. The observation will then be delivered by the Duty Forecaster to the Airfield Operations Officer and to the AMB on request. In addition, the Weather Service Officer must be prepared to submit any additional observations, forecasts or analyses, as required.

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2008. SAR OFFICER IN CHARGE (SARO). The SARO will ensure that adequate, properly trained personnel are available to effect identification of parts and salvage of crash aircraft belonging to MCAS, Yuma. Salvage or removal of aircraft will be in accordance with existing directives.

2009. PROVOST MARSHAL

1. On and Off Station Mishaps. The Provost Marshal will ensure that an adequate number of military policemen are available at all times to carry out assigned duties at the scene of an aircraft mishap. Such personnel will be familiar with this Order as it pertains to those duties. The Provost Marshal is responsible for the following:

a. Military policemen involved are briefed on their duties, to include relations with news media and representatives and the instructions for sentries, Chapters 7 and 8 of this Order.

b. Sentries keep all unauthorized personnel from the crash scene and expedite the movement of arriving/departing emergency vehicles. They will ensure that the wreckage, no matter how small or where located, is not moved or otherwise tampered with until such removal is authorized by the OSC or Senior Member of the AMB.

c. Security is maintained at the crash site until responsibility for security is assumed by the Senior Member of the cognizant AMB and sentries from the responsible squadron arrive at the site, or when relieved by the ASO or other competent authority. Normally, this period will not exceed twenty-four hours.

d. Make the report required by reference (d) if appropriate.

2. Off-Station Mishap. In the event of an off-station crash, the Provost Marshal will be responsible for the following:

a. Dispatch one mobile patrol to the crash scene with military policemen.

b. Coordinate with civilian law enforcement agencies in the event that the crash occurs on private property. The list of local agencies is contained in Appendix K. Provide crash location and the time the convoy will depart MCAS, Yuma if circumstances permit.

c. Furnish an operator and one portable radio capable of transmitting on the security net to the Crash Officer for convoy control. The convoy forms on the flight line in front of Building #153.

d. Alert off duty personnel from the MP force of the day, as required, to provide additional security as directed by the Provost Marshal or that officer's direct representative.

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2010. EXPLOSIVE ORDNANCE DISPOSAL (EOD) OFFICER. The Station EOD Officer will ensure that a minimum of two EOD technicians are available during airfield operation hours. Explosive ordnance or special weapons involved in a mishap will be handled by EOD personnel only. This includes all cartridge activated devices at the scene of the mishap.

1. On-Station Mishap. Upon notification of a mishap on or near the station, the duty Explosive Ordnance Team will proceed immediately to the crash scene to assist the Crash Crew Officer or Crash Crew Chief by neutralizing the explosive hazard and/or providing technical information concerning ordnance items or debris at the site.

2. Off-Station Mishaps. Aircraft mishaps off-station involving explosive ordnance or special weapons may require the duty Explosive Ordnance Disposal Team to move expeditiously to the site to provide technical evaluation to the OSC in regards to the extent of contamination, downwind distance hazards, etc. If required, additional EOD personnel with the necessary tools and equipment to fully accomplish the EOD mission will respond to the site via the convoy (see paragraph 2004.2c). If deemed necessary, the team may be lifted utilizing the standby SAR helicopter.

2011. PUBLIC AFFAIRS OFFICER. The Public Affairs Officer is responsible for the release of information on aircraft mishaps as per reference (g). All inquiries from civilian and outside agencies will be referred to the Public Affairs Officer, and will not be answered by personnel other than those authorized. To further this goal and prevent redundant inquiries that prevent expeditious rescue efforts, PAO will send one (1) representative to liaison with Airfield Operations during an aircraft mishap. This representative will be the only point of contact for receiving and requesting information from Airfield Operations. These additional aircraft mishaps guidelines apply:

1. Representatives of the press may be allowed to take photographs of the mishap, in or out of Marine Corps jurisdiction, as long as they do not interfere with rescue and fire fighting operations or the investigation of the accident. Photographs of classified material or equipment is not authorized. Civilian news media should be escorted by PAO personnel, if possible.

2. If photographs of classified material or of an objectionable nature are believed to have been taken, on or off military property, compromise of the classified material shall be prevented as per Chapter 7 of this Order, and the Public Affairs Officer will be contacted immediately.

3. Specific information on the taking of photographs and relative to relations with news media personnel is contained in Chapters 6 and 7 of this Order.

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2012. SENIOR MEDICAL OFFICER. The Senior Medical Officer is responsible for the training of all medical personnel and the following:

1. Assignment of a qualified Medical Officer of the Day, to be called upon to provide medical assistance at a crash site, if needed.

2. Assignment of a Flight Surgeon as a member of the MCAS Yuma Aircraft Mishap Board (AMB). As a member of the AMB the assigned Flight Surgeon will:

a. Be guided by reference (a) and paragraphs 3002 and 3003.5 of this Order.

b. Submit the Medical Officer's Report within the prescribed time limit per Appendix F to this Order.

3. Ensure an ambulance equipped with first aid equipment, qualified driver and qualified medical personnel can respond to an aircraft mishap at all times. The ambulance crew assigned the duty will be thoroughly familiar with:

a. Crash radio and alarm procedures per Chapter 10 of this Order.

b. Crash standby positions, runway locations, runway markings, etc., as described in reference (d).

c. News media relations and inquiries for information per Chapter 7 of this Order.

4. Expeditious response to Aircraft Mishap Alerts.

a. On-Station Mishaps. Medical personnel will respond upon notification of an on-station mishap to the mishap scene, Medical personnel will not proceed into the immediate vicinity of a downed aircraft until cleared to do so by the Crash Officer or the Crash Chief. Medical personnel will stand by at the scene until relieved by the Flight Clearance Crew Supervisor or the Ground Element Commander.

b. Off-Station Mishaps. For off-station mishaps, the Duty Medical Officer will be notified by the crash telephone system. This officer will:

(1) Recall the Duty Flight Surgeon, if the situation dictates or if instructed to do so by other competent authority.

(2) Standby at the Station Dispensary awaiting word from the Flight Clearance Crew Supervisor concerning the evacuation of casualties by SAR personnel.

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(3) Proceed to the crash site when notified that a doctor is required; the Flight Clearance Crew Supervisor will arrange the most expeditious transportation, normally a helicopter at the SAR hangar, building #227.

5. Provide for coordination with Yuma Regional Medical Center for medical treatment and/or evacuation, as required.

6. Provide for planning and coordination with local medical agencies for the retrieval of remains and local coroner support, if required.

2013. PHOTOGRAPHIC OFFICER. The Station Photographic Officer will ensure that a qualified duty photographer with necessary equipment is available at all times. The duty photographer will be qualified in his duties as required in Chapter 6 and the following:

1. The photographer will not interfere with the functions of emergency crews, and will stay clear of the immediate vicinity of the crash until cleared by the Crash Officer or the Crash Chief.

2. The primary mission of the photographer is to take photographs of the mishap for the cognizant AMB. As such, he will not leave the mishap site until authorized by the Senior Member of the AMB or that member's representative.

3. The photographer will be thoroughly familiar with the contents of Chapter 7 concerning relations with civilian news media representatives.

2014. STRUCTURAL FIRE DIVISION. The Chief of the Structural Fire Division is responsible for the following:

1. Coordinating the training of Fire Division personnel with the Crash Officer as required.

2. Ensuring that Fire Division personnel are familiar with the contents of Chapter 7 concerning relations with civilian news agencies, and Chapter 10, the Crash Alert Communications Systems.

3. During emergencies, fire equipment will be ready to provide assistance.

4. In the event of an on-station mishap, the Duty Fire Chief will proceed to the scene and furnish assistance.

5. In the event of an on-station combination aircraft-structural fire, the Duty Fire Chief will assume control of the fire fighting operations. Crash Crew will provide assistance as necessary.

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2015. FACILITIES MANAGEMENT OFFICER. The Facilities Management Officer will provide personnel and equipment to minimize damage and restore services in the event that an aircraft mishap causes damage to Station facilities. (This officer will coordinate use of emergency vehicles and equipment, as requested by the Station Aviation Safety Officer or cognizant authority.)

2016. GROUND ELECTRONICS MAINTENANCE (GEM) OFFICER. The Station GEM Officer will ensure that the crash rescue communications nets are in satisfactory condition at all times.

2017. MCAS YUMA AMB. For mishaps involving station aircraft, the Senior Member of the AMB will be responsible for conducting a thorough investigation and will ensure that the mishap is reported accurately, per reference (a). Duties of all members assigned to the AMB are shown in Chapter 3 of this Order.

2018. AVIATION SAFETY OFFICER (ASO). If a mishap involves a station aircraft, the ASO will assume the duties of the Senior Member of the AMB until the Senior Member arrives. The ASO will also notify other members that a mishap has occurred. The ASO is responsible for the following:

1. Updating directives and manuals concerning aircraft mishaps.
2. Maintaining a Mishap Investigation Kit, staged in the SAR hanger, per reference (a). Appendix J has an inventory list for the required kit.
3. Assisting deployed squadrons in obtaining equipment needed for the investigation and salvage of mishap aircraft.
4. Ensuring that provisions for periodic testing and drilling of the Premishap Plan are made.
5. Conduct quarterly training for Flight Clearance on the execution of the premishap plan.

2019. STATION OFFICER OF THE DAY (OOD). After normal working hours, in the event of any major mishap involving aircraft operating from or near MCAS, Yuma, the OOD is responsible for executing the Aircraft Crashes Checklist of StaO 1601.6, appendix (a). The OOD is not authorized to release information concerning an aircraft mishap. This responsibility is reserved for the Public Affairs Officer only.

2020. ENVIRONMENTAL DEPARTMENT. The Environmental Director, or his designated representative is responsible for the following:

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1. On and Off Station Mishap - The Environmental Director will dispatch an environmental assessment team to the crash site.
2. Once the danger from fire or live ordinance is eliminated, the assessment team will immediately conduct an environmental assessment to determine the existing and potential impact to the environment.
3. The assessment team will coordinate with the emergency on-scene coordinator those actions necessary to prevent further damage and or contamination to the environment.
4. The assessment team will assign an emergency response team to the crash site. The team will initiate site remediation after coordinating with the emergency on-scene coordinator and the Senior Member of the AMB.

2021. RANGE MANAGEMENT. Will coordinate with immediate response personnel and provide assistance in locating mishap sites. Additionally, Range Management will be consulted and coordinate Mishap Squadron and MCAS Yuma's subsequent remediation actions.

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CHAPTER 3

MCAS YUMA STANDING AIRCRAFT MISHAP BOARD

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CHAPTER 3

MCAS YUMA STANDING AIRCRAFT MISHAP BOARD

3000. SCOPE. The MCAS Yuma Standing Aircraft Mishap Board is established per reference (a) for the investigation of aircraft mishaps, as directed by the Commanding Officer. In addition to aircraft mishaps involving station aircraft, the types of mishaps this Board may be directed to investigate are:

1. Mishaps involving large numbers of people.
2. Mishaps involving VIPs.
3. Mishaps involving transient aircraft (responsibilities of the reporting custodian will be assumed until relieved by the reporting custodian or other proper authority).
4. Mishaps that would create Congressional or wide public interest.

3001. COMPOSITION OF THE MCAS YUMA STANDING AIRCRAFT MISHAP BOARD

1. Senior Member - a designated Naval Aviator or Naval Flight Officer assigned by the Commanding Officer or in the case of a Class A mishap, the Controlling Custodian (Commandant of the Marine Corps).
2. Airfield Operations Officer or designated representative.
3. Aviation Safety Officer.
4. Aircraft Maintenance Officer - as assigned by the Commanding Officer.
5. Flight Surgeon - as assigned by the Senior Medical Officer.
6. An Airfield Facilities Officer - as necessary assigned by the Airfield Operations Officer.
7. A NATOPS representative who is qualified in model.

3002. GENERAL DUTIES. All members of the AMB will familiarize themselves with and be guided by references (a) through (g) and the contents of this Order. Collectively they will be responsible for gathering all information concerning the mishap and submitting required reports. It is not within the purview of the AMB to fix responsibility or to recommend disciplinary action, but to render a complete and accurate report that will

PREMISHAP PLAN

assist in the prevention of future mishaps. Duties imposed upon the AMB members take precedence over all other duties. All members are jointly responsible for the following:

1. Preparing and submitting required telephonic and message reports within the prescribed time limits (Appendixes B, C, E and F).
2. Obtaining and compiling all witness statements (Appendix G).

3003. SPECIFIC DUTIES

1. Senior Member

a. As soon as notified of a mishap involving a station aircraft, proceed to the scene of the mishap and take full charge of the investigation.

b. Hold periodic meetings with the entire AMB during the course of the investigation to ensure that investigative duties and responsibilities are known and to ensure that all members actively participate in the investigation.

c. Ensure that sentries are briefed and posted prior to assuming security responsibilities from the Provost Marshal.

d. Coordinate with the Public Affairs Officer in controlling the news media at the scene.

e. Ensure that a thorough investigation is conducted by:

(1) Inventorying wreckage.

(2) Searching the flight path for missing parts.

(3) Noting damage to distinguish from possible subsequent damage during salvage operations.

(4) Supervising the collection and tagging of wreckage.

(5) Utilizing technical assistance for the following (these specialists are advisors only; not members of the AMB):

(a) Airframes representative.

(b) Power plants representative.

(c) Escape systems representative.

(d) O & R Specialist.

PREMISHAP PLAN

(e) Factory representative.

(f) Manufacturer's laboratories.

f. Release wreckage upon completion of the investigation. The wreckage must remain in place for a minimum of twenty-four hours, if possible.

g. Ensure that effective and expeditious reports of the aircraft mishap are made, to include OPREP-3 reporting requirements (Appendixes B, C, E, and F).

2. Airfield Operations Officer

a. Report to the scene of the mishap, unless otherwise directed by the Senior Member.

b. Appoint an Airfield Facilities Representative to the AMB, if needed.

c. Provide technical assistance to the AMB in the area of operations at MCAS, Yuma as it may relate to the mishap.

3. Aviation Safety Officer

a. Conduct training of the AMB at the direction of the Senior Member to ensure compliance with all directives pertaining to aircraft mishaps and reporting.

b. Maintain an aircraft mishap investigation kit.

c. Report to the scene of an aircraft mishap under the purview of the MCAS Yuma AMB and assume the duties of the Senior Member until that officer arrives.

d. Prepare and submit to the Senior Member:

(1) Telephone Report for the Naval Safety Center.

(2) Initial Mishap Report.

(3) All amended Mishap Reports.

(4) Telephone and Message Report to Federal Aviation Administration (FAA), should the FAA be involved in the mishap.

e. Prepare and submit reports to the Senior Member those mishaps that do not require AMB investigation.

f. Prepare wreckage diagrams and supervise the photographing of the mishap scene.

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g. Coordinate the assembly of the Mishap Investigation Report and ensure that it is complete and per reference (a).

h. Coordinate with the Airfield Operations Officer to update the Flight Clearance Crew Supervisor's Aircraft Mishap Folder.

4. Aircraft Maintenance Officer

a. Report to the aircraft mishap, unless otherwise directed by the Senior Member.

b. Have the following available for the Senior Member:

(1) Appropriate tools for disassembly.

(2) Appropriate technical directives.

(3) Illustrated Parts Book (IPB) and maintenance instructions for the type of aircraft involved.

(4) Aircraft and engine logs.

(5) Naval Flight Records Sheets (NAVFLIRS) for the aircraft.

(6) List of technical assistance personnel available.

c. Ensure planner and estimator are requested if deemed necessary.

d. Provide for and supervise the recovery of wreckage and space for layout/build-up, if necessary.

e. Examine at the mishap scene, with the Senior Member and Aviation Safety Officer, the following:

(1) Controls.

(2) Extremities (possible mid-air).

(3) Cockpit.

(4) Escape system hatches.

(5) Engines.

(6) Rotors or propellers.

(7) Airframe surfaces for fire, leaks, ruptures, flow patterns, fuel, oil, hydraulic systems and lines, plumbing, tanks, seals, strainers, sumps, etc.

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(8) Accessories.

(9) All components.

f. Obtain fuel, oil and hydraulic samples.

g. Prepare reports as required in OPNAVINST 4790.2E for disposition of the aircraft or wreckage.

5. Flight Surgeon

a. Report to the scene of the mishap, unless otherwise directed by the Senior Member, to perform the following:

(1) Supervise the treatment and handling of any injured personnel and prevent further injury.

(2) Investigate the adequacy and functioning of safety and survival equipment in the crash and post crash situation.

(3) Determine if the condition of the crew member(s) will permit the taking of statements.

b. Conduct the primary investigation into sociological, and physiological factors which may be present in the mishap.

c. Maintain current directives on local facilities available for assistance in autopsy or laboratory analysis of remains.

d. Maintain custody of medical, dental and sick call records of mishap crew member(s).

e. Be responsible for the submission of the Medical Officer's Report within the specified time limit.

6. NATOPS Member

a. Report to the scene of the mishap, unless otherwise instructed by the Senior Member.

b. Have the following available for the Senior Member:

(1) NATOPS Flight Manual for the model aircraft involved.

(2) NATOPS Qualification Jackets for the involved crew member(s).

c. Assist the Senior Member in ascertaining if there was any deviation from NATOPS procedures and if there is any need for a change to the NATOPS Manual stemming from the investigation. Prepare NATOPS change recommendations for submission by the Senior Member, if appropriate.

PREMISHAP PLAN

d. Assist in obtaining witness statements.

e. Assist in assembling the Mishap Investigation Report.

7. Airfield Facility Member. The Airfield Facility Member may or may not be a Naval Aviator or Naval Flight Officer. This officer will have thorough knowledge of field operations and will perform the following:

a. Assist in assembling Flight Plans (DD-175), Weather Briefings (DD-175-1) and other reports pertinent to the mishap aircraft's flight.

b. Obtain tapes of mishap aircraft from controlling facilities.

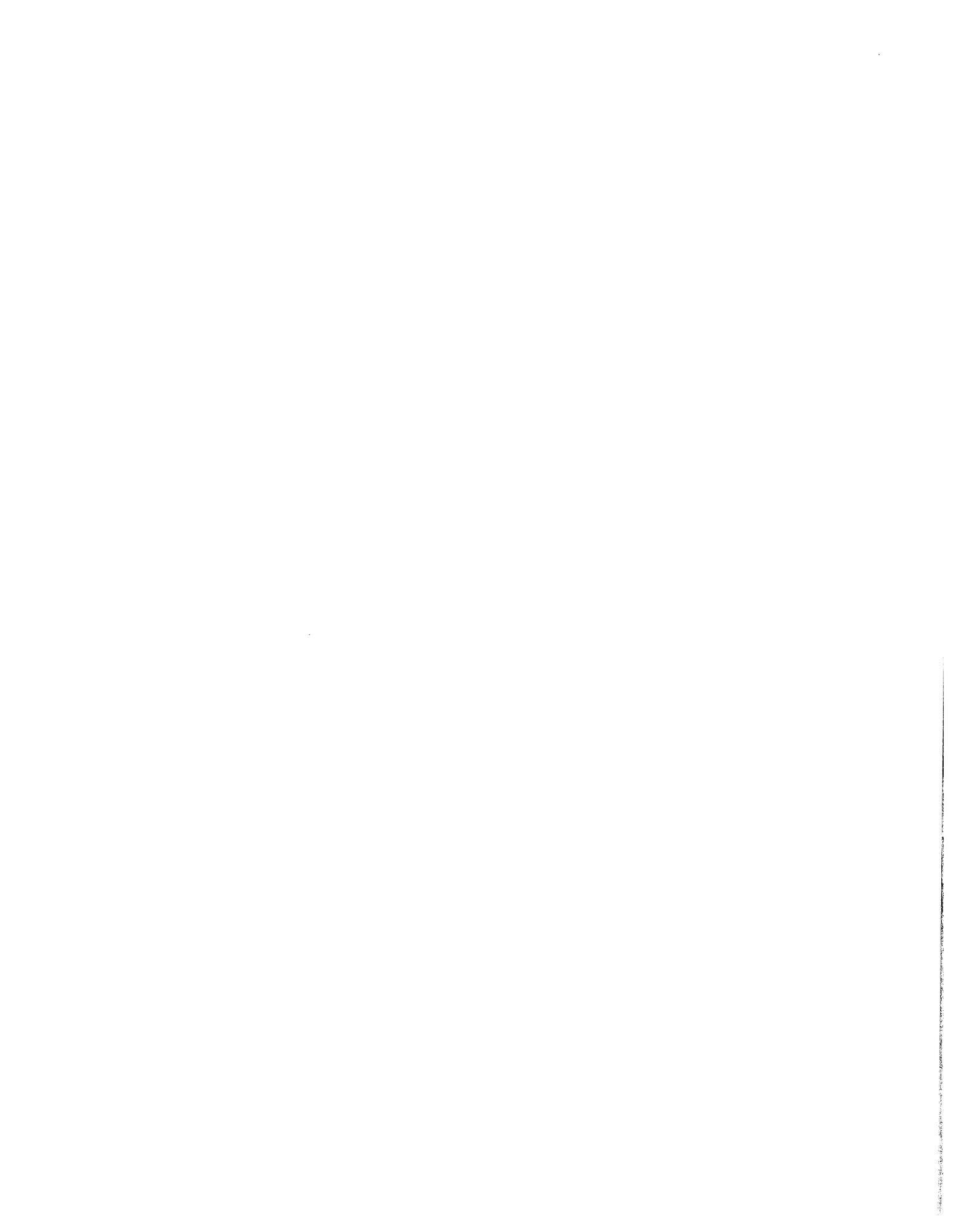
c. Evaluate and investigate the adequacy of Control Tower and Air Traffic Control personnel in relation to events concerning the mishap.

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CHAPTER 4

PROHIBITED USE OF MISHAP INVESTIGATION REPORT

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CHAPTER 4

PROHIBITED USE OF MISHAP INVESTIGATION REPORTS

4000. BACKGROUND. It is particularly pertinent to note that Aircraft Mishap Investigation Reports and Medical Officer's Reports can be used only for analysis and statistical studies for the prevention of aircraft mishaps. They are, therefore, deemed privileged documents. As such, they cannot be used as evidence, or to obtain evidence in determining the misconduct or line of duty status of killed or injured personnel; as evidence to determine the responsibility of personnel from the standpoint of discipline; as evidence to determine the liability of the government for property damage caused by such mishaps; as evidence before such administrative bodies such as an Aviator's Field Flight Performance Board; or in making any other determination affecting the interests of the individual making the statement under the assurance of confidentiality. The contents of Mishap Investigation Reports or enclosures, attachments, or endorsements thereto, may not be appended to the Judge Advocate General (JAG) Manual Investigation or any other report as an enclosure or otherwise, unless the sole purpose of the other document is to prevent aircraft mishaps.

4001. SPECIAL HANDLING

1. The term "Special Handling" means the handling of privileged reports to ensure that their use is limited strictly to safety. Common sense must be applied to determine exactly what handling actions would be appropriate, for example:

a. Uncontrolled publishing of Mishap Investigation Reports which could result in their access by those not requiring knowledge of their content for safety (such as placement in reading racks, on bulletin boards, etc.) would not be appropriate.

b. On the other hand, controlled passage of MIR's from individual to individual, or from office to office in file folders, to ensure their promulgation to specific individuals requiring knowledge of their content for safety purposes would be appropriate.

2. To insure that MIR's, as well as other documents prepared for the prevention of aircraft mishaps, are afforded proper processing and routing, the following will be typed, stamped, or printed on all reports, documents, and pertinent correspondence:

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6Q"

In addition, message reports of aircraft mishaps shall be designated as follows:

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a. Initial and amended messages: "UNCLAS FOUO //N03750//"

b. Mishap Investigation Reports or endorsements thereto:

"UNCLAS FOUO //N03752// THIS IS A LIMITED USE MISHAP INVESTIGATION REPORT..."

3. Aircraft mishap statistical compilations, correspondence, documents, publications, newsletters, etc. shall be marked with the designation "For Official Use Only" and will be handled in accordance with SECNAVINST 5570.2D and 3750.6Q.

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CHAPTER 5

DIAGRAMS, SKETCHES, AND MAPS

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CHAPTER 5

DIAGRAMS, SKETCHES AND MAPS

5000. GENERAL. Diagrams, sketches and maps frequently present information more clearly than other methods. A general sketch of the accident area is highly desirable in most mishaps. It graphically portrays to the analyst and the reviewing authorities a general setting of the accident scene and the relative location, bearing and distance of the following items from the center of the wreckage:

1. Point of initial contact with the ground.
2. Location of deceased or injured personnel.
3. Engine and component parts.
4. All major portions of the aircraft with identification notes.
5. Landmarks or prominent terrain features.
6. Distance and direction to nearest airfield, town or major landmark.
7. Location of witnesses whose statements are enclosed.
8. Elevation (MSL) and North point, at the scene of the accident.
9. Path of aircraft by a dotted line.
10. Distance between important points of objects.
11. Location and direction from which photographs were taken (shown by arrows).

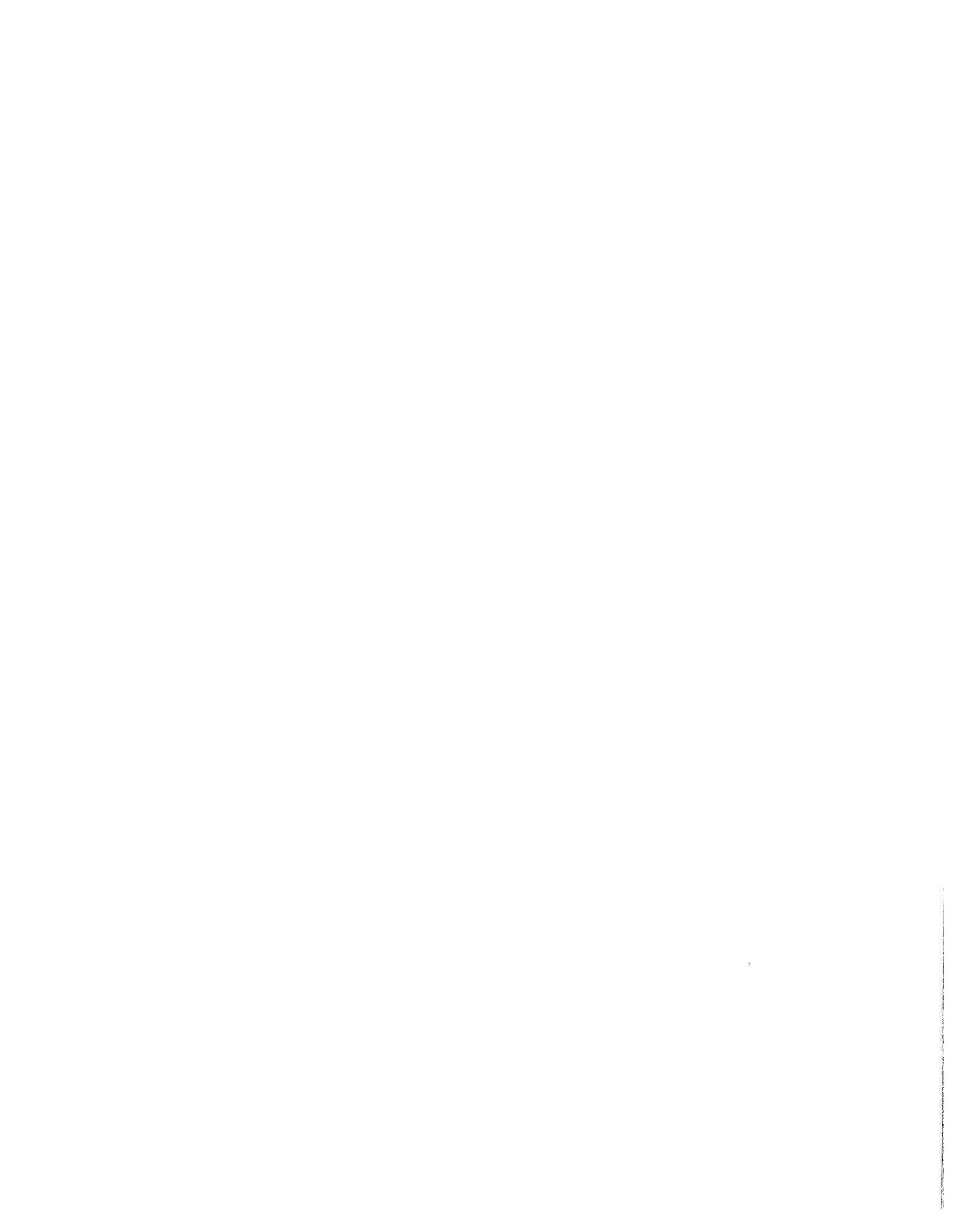
5001. OTHER USES. Sketches may also be used to show details of taxi accidents, collisions, proximity of obstructions to runways and taxiways, width or condition of runways, size and layout of emergency landing sites and similar special conditions involved in accidents. For additional information see reference (d).

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CHAPTER 6

PHOTOGRAPHS

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CHAPTER 6

PHOTOGRAPHS

6000. GENERAL. Photographs are very important to the recording of an accident. There should be no reluctance to have numerous photographs taken at the scene which will preserve evidence, if taken in sufficient time; however, use only those photographs which will aid those who review and analyze the report.

6001. DUTIES OF THE PHOTOGRAPHER. The duty photographer will be directly responsible to the Senior Member of the cognizant Aircraft Mishap Board, but under the supervision of the Aviation Safety Officer of the board. The duty photographer will report to the Flight Clearance Crew Supervisor at the Airfield Operations building #153 upon request. The Crew Supervisor will provide transportation for the photographer to the accident scene.

6002. DETAILS TO BE PHOTOGRAPHED. Photographs are a great value in reconstructing the accident after the fact. Details to be photographed may include the following:

1. General view of the scene from four directions and back along the wreckage pattern to the point of initial impact.
2. Aerial view of the mishap scene.
3. View along direction of flight path including initial point of impact.
4. Damage to objects struck.
5. Engine components.
6. Major parts of wreckage to include wheel and landing gear components, and other components which aid in telling the aircraft's configuration prior to impact.
7. Detailed view of cockpit, instrument panel, engine controls, valves and radio settings, etc.
8. All parts involved in or suspected of structure failure or having contributed directly or indirectly to the mishap. These photographs should be in sufficient detail to show the grain of metal at the failure point or other detailed information, such as direction of shear of rivets, etc.

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6003. PHOTOGRAPHIC CAPTIONS. All photographs should be given exhibit numbers and should carry descriptive captions which give place and date of the accident and point out the details or evidence which they contribute. The location of the photographer and the direction in which the photographs were taken should be carefully recorded.

6004. PHOTOGRAPHS OF DECEASED OR INJURED. Photographs of deceased or injured personnel will be avoided unless they serve a definite purpose in the investigation into the causes or results of a mishap.

6005. HANDLING OF PHOTOGRAPHS. Photographs are to be taken for official use only. Those selected as enclosures to mishap reports will bear the following statement: "SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6Q." Photographs of a classified nature will **NOT** be enclosed with mishap reports per reference (a).

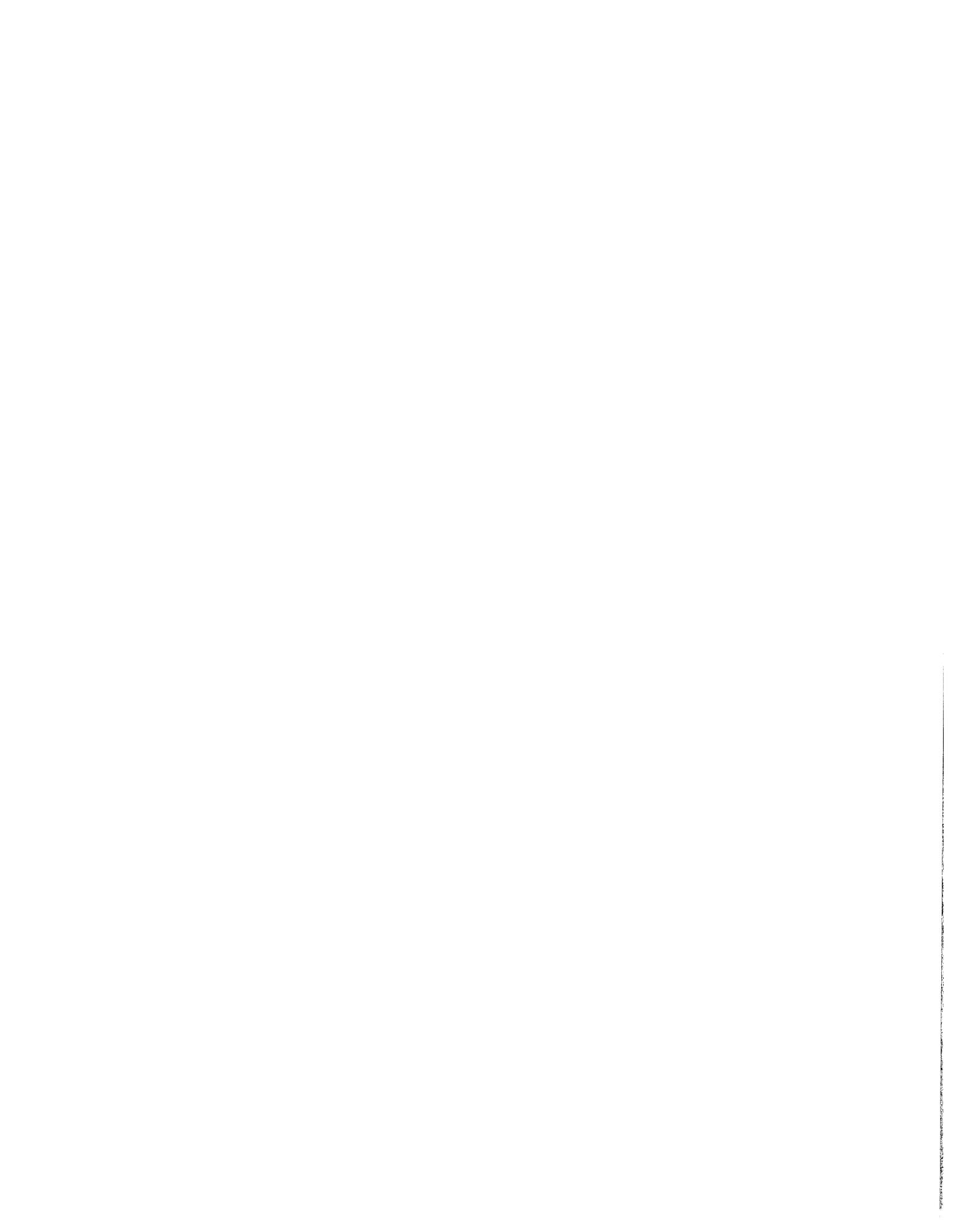
6006. DISPOSITION OF PHOTOGRAPHS. All photographs, negatives, contact sheets, slides and other copies are for the cognizant AMB only and should not be held by the Photo Lab for records. The cognizant AMB is responsible for their handling per reference (a).

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CHAPTER 7

RELATIONS WITH NEWS MEDIA REPRESENTATIVES

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CHAPTER 7

RELATIONS WITH NEWS MEDIA REPRESENTATIVES

7000. GENERAL. Any military aircraft mishap, regardless of whether there is injury or death, is a matter of public interest. Although release of such information is a command prerogative, Public Affairs Officers are charged with the responsibility and possess the facilities for the proper release of information. The Public Affairs Officer is the only person authorized by the Commanding Officer, MCAS Yuma to release news.

7001. NOTIFICATION OF PAO. Information pertaining to the mishap should be made available for the Public Affairs Office, MCAS, Yuma, or the nearest military activity to the scene of the mishap for proper dissemination.

7002. INQUIRIES BY NEWSMEN. If sentries, board members or anyone in the investigation party is questioned by a reporter, refer that individual to the Public Affairs Officer. UNDER NO CIRCUMSTANCES WILL THE NAMES OF PERSONS INVOLVED IN A MISHAP BE RELEASED TO NEWS MEDIA REPRESENTATIVES BY ANYONE OTHER THAN THE PUBLIC AFFAIRS OFFICER! Reporters may be told that an investigation is underway and that details will be given to them by the Public Affairs Officer as soon as they are known. DO NOT VOICE SPECULATION AS TO THE CAUSE OR CULPABILITY OF THE MISHAP.

7003. TAKING OF PHOTOGRAPHS BY NEWSMEN

1. No attempt should be made to stop photographers from taking pictures unless classified equipment is involved. In that instance, warn the photographers that pictures of classified equipment are not allowed. Provisions of U. S. Code 18, Sections 793 (e), 795, and 797, make it a criminal offense to photograph, publish, or refuse to surrender classified information.

a. If a member of the civilian news media is suspected of photographing classified DOD material while on civilian property, and refuses to cooperate in the protection of classified material, the senior military person on the scene will be notified and will, in conjunction with the Public Affairs Officer:

(1) Request the assistance of civil law enforcement officials in preventing compromise of such material and in recovering all photographs, negatives and sketches which are presumed to contain certain information.

(2) Request the cooperation of the superiors of the offending news media representative(s), inform them that publication of such classified information or refusal to return it to military authority will be a violation of federal statutes.

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b. If photographs of classified material are believed to have been taken on military property, the camera and film will be confiscated by the senior military person on the scene or responsible authorities (i.e. PAO, PMO). The camera equipment and film will be returned to the owner after processing by Marine Corps authorities. The Public Affairs Officer will be contacted immediately.

2. The photographers should be requested not to take pictures of deceased or injured personnel. In the past, newspaper photographers have been cooperative in refraining from taking pictures of an objectionable nature. If, however, this request is violated, report the individual to the Public Affairs Officer and to the Senior Member of the AMB.

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CHAPTER 8

INSTRUCTIONS FOR SENTRIES

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CHAPTER 8

INSTRUCTIONS FOR SENTRIES

8000. GENERAL. If a serious aircraft mishap occurs at or near the Station, security at the scene of the crash will be required. Initially, the Provost Marshal responds by posting military police at the scene. The responsibility for providing continuous security belongs to the Reporting Custodian of the aircraft involved; or for transient aircraft, the Commanding Officer of the nearest Navy/Marine Corps Air Station. For any mishap within the scope of MCAS, Yuma, the cognizant Aircraft Mishap Board will normally be required to post their sentry personnel as soon as practicable.

8001. RESPONSIBILITY OF THE STATION PROVOST MARSHAL. When notified by the Flight Clearance Crew Supervisor of the requirement for PMO personnel to provide security at a crash site, the Station Provost Marshal will take immediate steps to provide adequate personnel for the particular situation and duration. The Provost Marshal will be responsible for the following:

1. Ensuring that all sentries are briefed on their duties as per paragraph 8002 of this Order.
2. Posting sentries as soon as practicable, coordinating with the Flight Clearance Crew Supervisor or Crash Officer for necessary transportation, if needed.
3. Arranging for necessary field equipment, rations, water, etc., for all Military Police sentries. These items will be made available by Station Supply. Specific requirements to be considered include the following:
 - a. Rations (MREs).
 - b. Water cans.
 - c. Snake bite kits.
 - d. First aid kits.
 - e. Tents.
 - f. Cots.
 - g. Sleeping bags.
 - h. Coleman lanterns.
 - i. Communications equipment.

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4. Coordination with local civilian authorities regarding responsibilities at an off-Station mishap site.

8002. INSTRUCTIONS FOR SENTRIES. Sentries assigned to guard the scene of an aircraft mishap will be governed by the General Orders of Sentries, instructions which may be issued by competent authority and the following:

1. The primary function of the sentries will be to safeguard life and property and to preserve the integrity of the mishap site for the AMB. The wreckage will not be moved or displaced unless directed by competent authority. Even small amounts or pieces of wreckage may be very important. Wreckage will not be removed or displaced by any person unless permission is obtained from the Senior or acting Senior Member of the Mishap Board.

2. Sentries will allow only fire fighting and rescue personnel into the immediate scene of the crash. When the threat of fire or explosion is over, sentries will allow authorized mishap investigators, Public Affairs personnel and representatives of the press access to the crash site. Other personnel seeking access to the scene will be referred to a member of the AMB.

3. Sentries will be thoroughly briefed on Chapter 7 of this Order.

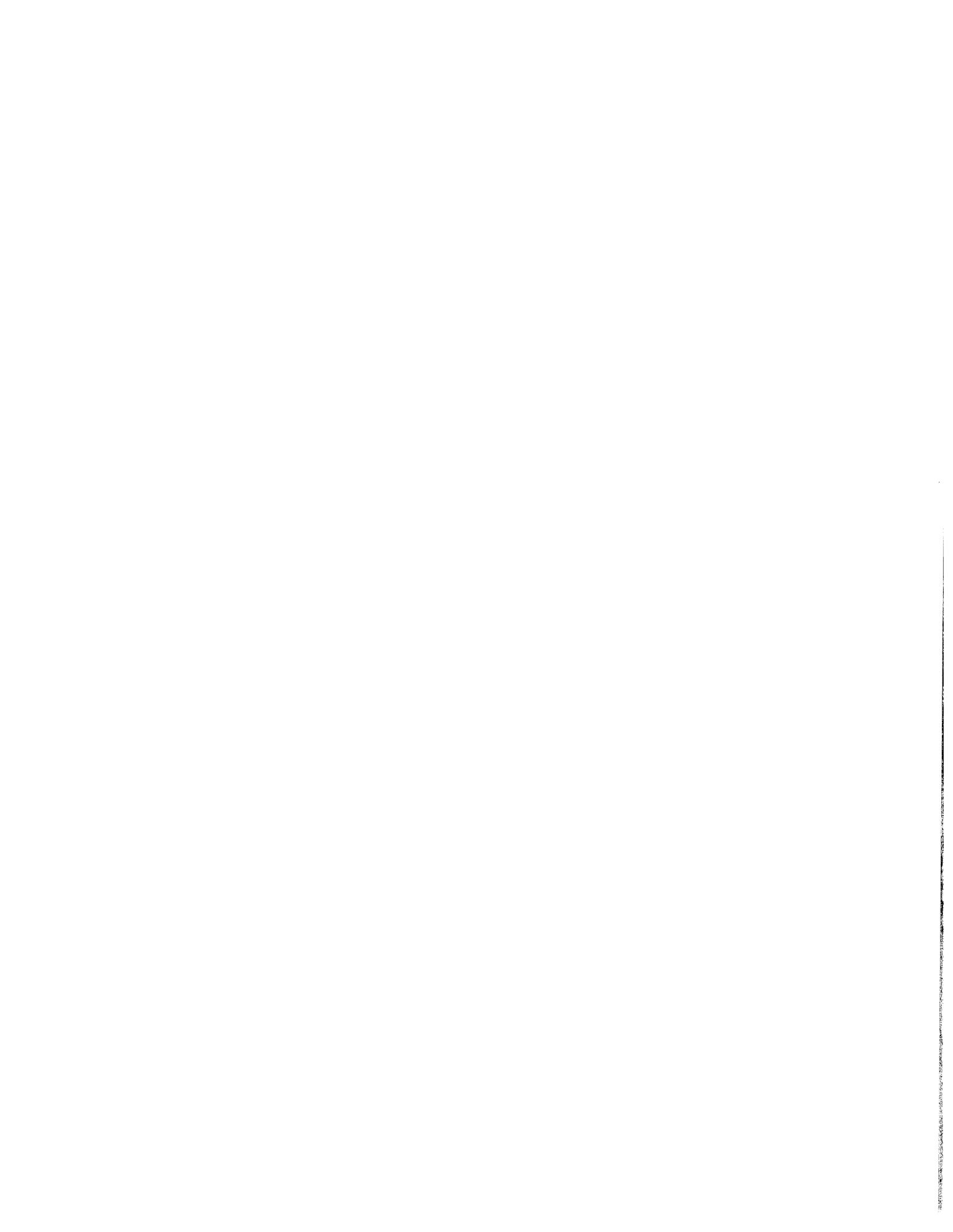
4. Sentries will take the name, address and telephone number of any witness to the accident and present this information to a member of the AMB.

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CHAPTER 9

WITNESS STATEMENTS

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CHAPTER 9

WITNESS STATEMENTS

9000. GENERAL

1. The immediate location of witnesses is an important function in the conduct of a successful investigation. In many instances the evaluated statements made by a witness may point directly to the immediate area in which the investigation should be concentrated. This will save valuable time and energy in the conduct of the investigation.
2. Witnesses at the mishap site will have information as to the behavior of the aircraft just prior to the mishap. However, do not overlook the possibility of contacting witnesses not in the immediate area of the crash site as they also may have valuable information.
3. Statements from witnesses should be obtained as soon as possible and preferably before witnesses have an opportunity to compare their views. Even though some statements may be brief at the time, arrangements should be made to contact them should additional information or clarification be desired.

9001. STATEMENTS FROM FLIGHT CREWS. The statements by crew members should be taken as soon as possible, with regard to their physical condition. The Flight Surgeon can determine if the condition of the crew member(s) will permit an interview and the Flight Surgeon should be consulted prior to obtaining any statement.

9002. PROCEDURES FOR OBTAINING STATEMENTS

1. Use tact and diplomacy at all times.
2. Inform the witness that you are seeking the facts to prevent similar mishaps (Chapter 4 applies), and that you are not concerned with the legal aspects. Emphasize that their statements can NOT be used for punitive measures.
3. Allow the witness to relate their story without interruption.
4. Portable tape recorders should be used when available.
5. Use a model aircraft to assist the witness in describing flight characteristics and path of the aircraft.
6. Determine the credibility of the witness and obtain a resume of his aeronautical experience, if any.

PREMISHAP PLAN

7. Obtain his full name, address, and telephone number in case further details are required.

9003. FORMAT FOR STATEMENTS OF WITNESS. Witness statements will be recorded in the format shown in Appendix G. Sufficient copies of this form will be maintained in the Flight Clearance Crew Supervisor's Aircraft Mishap Folder. Additional copies may be obtained from the ASO.

9004. PRIVACY ACT STATEMENT. Witnesses should sign a copy of the Privacy Act Statement when interviewed. Copies of this statement can be obtained from the Flight Clearance Crew Supervisor's Aircraft Mishap Folder or from the ASO.

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CHAPTER 10

CRASH ALERT COMMUNICATION SYSTEM

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CHAPTER 10

CRASH ALERT COMMUNICATION SYSTEM

10000. GENERAL. Communications involved in the Crash Alert System are the Crash Public Address System, Crash Alert Telephone Circuit and the Public Telephone System. The Security Radio net is not on the same frequency as the Crash Radio Net, therefore, a military policeman with a portable radio will be assigned to the convoy commander to act as radio operator in convoy control for off-station mishaps.

10001. CRASH PUBLIC ADDRESS SYSTEM. The Crash Public Address System is operated by the Control Tower and will be the primary alert system for station mishaps for alerting Crash, Fire and Rescue, and Search and Rescue personnel for an impending or actual emergency. Information passed will be brief and include only that information required to identify the emergency, including type aircraft and call sign of distressed aircraft.

10002. CRASH ALERT TELEPHONE SYSTEM. The Crash Alert Telephone Circuit (Crash Phone) is the primary method of alerting units and key individuals not located in the vicinity of the Airfield Operations Building or Crash Crew area. The MCAS, Yuma Control Tower is the controlling agency for the Crash Phone and is the only agency capable of activating the circuit.

1. Control Tower personnel will activate the Crash Phone circuit on the following occasions:

- a. An aircraft emergency is declared.
- b. A crash occurs in MCAS, Yuma's area of responsibility.
- c. In any instance deemed-necessary by the Airfield Operations Officer or Tower Watch Supervisor.
- d. Daily test at 0730.

2. Monitoring Agencies. The master alert telephone is located in the Control Tower. Agencies required to monitor the Crash Phone Circuit will be designated in a memorandum issued by the Operations Officer, MCAS YUMA.

3. Operating Procedures

- a. When necessary, the Control Tower will activate the Crash Phone Circuit by lifting the Crash Phone hand set from its cradle and pushing the All Ring button (the tower has the capability of activating all lines simultaneously or individually). After allowing sufficient time for all monitoring stations to pick up the phone, the tower will disseminate the following information, as applicable.

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- (1) Aircraft identification and model.
- (2) Nature of the emergency.
- (3) Pilot's intentions.
- (4) Fuel remaining (in minutes)
- (5) Aircraft's position in relation to MCAS, Yuma.
- (6) If ordnance is aboard.

(7) Other information that would be a deciding factor in the proper handling of the emergency.

b. When the Crash Phone rings, the personnel will not interrupt the tower personnel but will copy down all information passed. Do not ask any questions until your station is acknowledged by tower personnel. Questions should be brief and relevant to the emergency in progress. When there are no further questions the tower will instruct: "All stations secure you phones."

4. Daily Crash Phone Check. The Control Tower will activate and check the Crash Phone daily at 0730 local time. Agencies that do not answer their Crash Phone will be contacted by public telephone to determine whether or not a malfunction exists. Malfunctions will be reported immediately to the Telephone Trouble Desk, extension 2451, by the agency concerned.

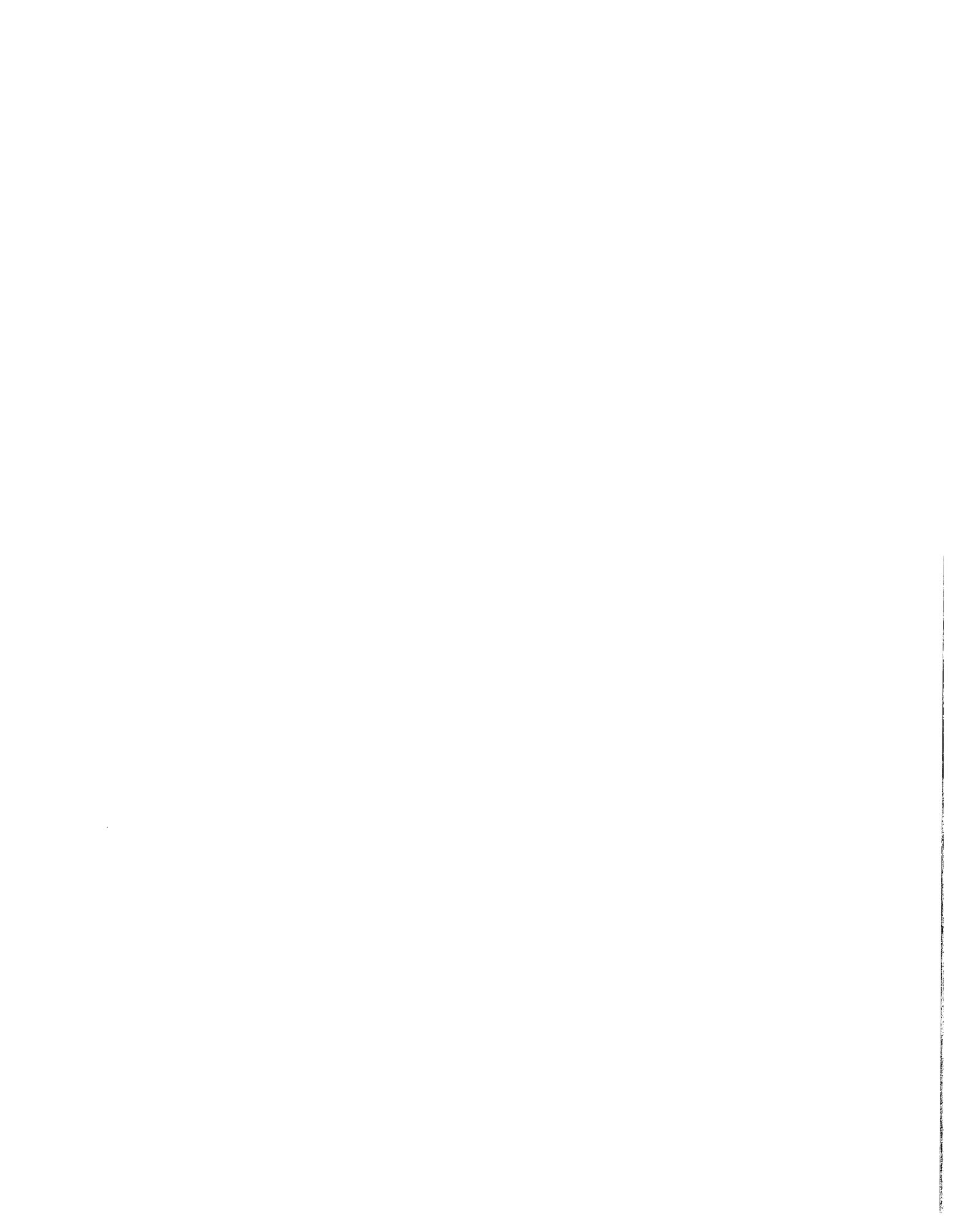
10003. Public Telephone System. The Public Telephone System is the secondary method of alerting units and individuals of an impending or actual aircraft emergency. Pertinent extensions are as follows:

Air Traffic Control	2231/2076
Search and Rescue	2300
Crash Crew Dispatcher	2385
Structural Fire Division Dispatcher	2285
Dispensary	2174
Explosive Ordnance Disposal	2303
Station Officer of the Day	2253
Provost Marshal	2204
Photo Lab	2417
Facilities Management Emergency Service	2222
Station Motor Transportation	2316

10004. Crash Radio Network. The Crash Radio Network is comprised of transceivers operating on the FM frequency 140.1 MHz. Stations on the crash net are mobile crash equipment, the Search and Rescue helicopter, and stationary positions at the Crash/Rescue Building and Control tower. Call Signs for mobile crash equipment will be "Ground" followed by a two digit

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number; authorized stations and radio identification (call sign) are listed in reference (f). The Control Tower is the controlling agency for indoctrinating authorized persons as to its use and proper radio procedures. FM transceivers which are a part of the Crash Radio Network will be checked daily by the agency having direct control of each vehicle. Radio checks will be made to and recorded by the Crash Crew Dispatcher. Discrepancies will be referred to the Communication Electronic Division, at extension 3601/2389.



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APPENDIX A

OPERATIONS CRASH REPORT CHECKLIST

DATE _____ TIME _____ REPORTED BY _____ OF _____
 (NAME) (ORGANIZATION)
 PHONE# _____
 CALLSIGN _____ UNIT _____ TYPE AIRCRAFT _____
 LOCATION _____ SOUL ON
 BOARD _____
 STATUS AND LOCATION OF PILOT(S) _____
 WERE ANY PARACHUTES SEEN? Y / N. FIRE OR EXPLOSION? Y / N.
 ORDNANCE ABOARD _____ OTHER INFO _____

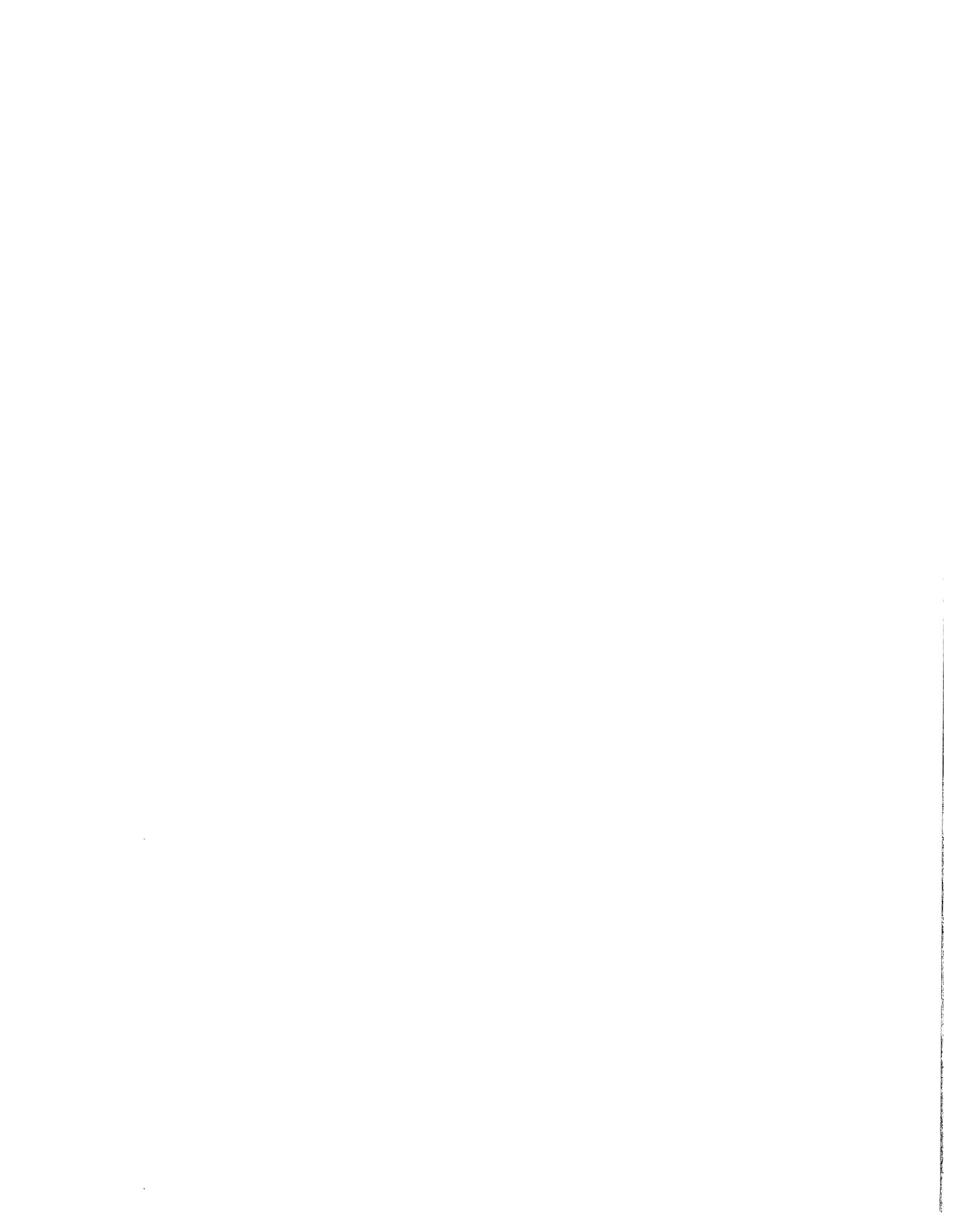
NOTIFY PERSONS/AGENCIES BELOW NOT ON THE CRASH PHONE CIRCUIT

PERSONS/ ACTIVITY	DWH	AWH	TIME/PERSON NOTIFIED
CFR OFFICE	2385	2385	_____/_____
DUTY SAR CREW	2300	BEEPER	_____/_____
PMO	2205	2205	_____/_____
CO/XO MCAS	2204	OOD	_____/_____
AFLD OPSO	VERB	*318	_____/_____
STATION OPSO	VERB	*471	_____/_____
FLAS	3210	3210	_____/_____
ENVIRONMENTALIST	3201	*302	_____/_____
EOD	3693	*275	_____/_____
MISHAP ORG/COMMAND/MAWTS			_____/_____
ASO	2956	*053	_____/_____
CLNC CHIEF	VERB	*330	_____/_____
OPS CHIEF	VERB	RECALL	_____/_____
ADJ/OOD(if not done above)	2222	2222	_____/_____

IF STATION C-12 OR UH-1,
 CALL CHIEF OF STAFF AVN: 997-4807 _____/_____
 IF CRASH OCCURS IN MEXICO NOTIFY:
 COMMANDANT 11TH NAVAL DISTRICT AVN 997-8513 _____/_____
 IF CIVIL ACFT CONTACT FSS 1-800-231-3816 _____/_____

**DO NOT GIVE OUT ANY INFORMATION TO ANYONE OVER THE TELEPHONE THAT DOES NOT HAVE A NEED TO KNOW. IF YOU DO NOT RECOGNIZE THE PERSON ON THE PHONE AND THEY CLAIM TO HAVE A NEED TO KNOW, TAKE DOWN THEIR NAME AND NUMBER AND TELL THEM YOU WILL HAVE THE AFLD OPSO CALL THEM.

OPS CLERK _____.



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APPENDIX B

MISHAP REPORT (MR) FORMAT FOR TELEPHONE AND MESSAGE REPORTS

1. GENERAL. The purpose of mishap reports are to provide interested commands with notice that a significant naval aircraft mishap has occurred, with preliminary information concerning the mishap, and with information on the progress of the investigation of the mishap.
2. SUBMISSION CRITERIA. Telephone reports are required for all severity Class A mishaps. Message MRs are required for all classes of mishaps.
3. ORIGINATOR. Submission of MRs are the responsibility of the reporting custodian of naval aircraft involved in a mishap. However, MCAS Yuma may be required to submit telephone and initial message reports for reporting custodians who can not be contacted immediately following a mishap which occurs in its area of cognizance.
4. DEADLINES
 - a. Initial Mishap Telephone Reports. Initial MRs shall be submitted by telephone to NAVSAFECEN on all Class A mishaps within 60 minutes of occurrence.
 - b. Initial Mishap Message Reports. Initial mishap message reports shall be submitted within 4 hours of the mishap for Class A and B mishaps. A first amended mishap message report, if necessary, and Class C initial reports shall be submitted within 24 hours of the mishap. Amended reports shall include only new or corrected information. Always repeat heading and summary paragraphs.
5. Mishap Telephone Report. The mishap telephone report to the Naval Safety Center (NAVSAFECEN) shall include the following information.
 - a. Reporting custodian.
 - b. Aircraft type and Bureau Number.
 - c. Mishap Location (Lat/Long, sixteen miles north east of Yuma, TACAN Fix).
 - d. Brief Narrative (Aircraft impacted ground and caught fire).
 - e. Damage.
 - f. Injuries/Fatalities.

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g. Points of contact.

NAVSAFECEN (DSN) 564-2929
Commercial (Call collect) - (804) 444-2929

NOTE: Do not delay the 60 minute deadline for lack of information. Put NA where information is unknown and make the phone call.

6. Initial Mishap Messages. MRs shall be submitted using the following:

a. The Initial Mishap Message Report shall be sent via priority message.

b. Addressees. See reference (a) paragraph 513.

c. Text

(1) All material underlined must be copied verbatim in the text of the report.

(2) If any information required by the format of the report is obviously not appropriate for the mishap being reported enter "NA" in the space for that information.

(3) If any information is not available when the message is released, enter "TBA, TBD, UNK" in the space for that information.

UNCLAS FOUO//N03750//

THIS IS A(N) (INITIAL, FIRST AMENDED) GENERAL USE NAVAL ACFT MISHAP REPORT
(Reporting custodian, mishap classification, mishap serial number, date of occurrence, model(s) aircraft, buno(s)) REPORT SYMBOL OPNAV 3750/20

A. OPNAVINST 3750.6Q

B. JAGINST 5800.7B

C. (Other references, as appropriate)

1. SUMMARY. In two lines or less, summarize a terse description of the mishap, such as collision with water; gear up landing; midair collision.

2. DATA

A. AIRCRAFT. (List all aircraft involved in the mishap), (1) model, (2) bureau number, (3) model and side number, (4) reporting custodian.

B. EQUIPMENT. List all equipment, not parts of the aircraft, involved in the mishap by (1) model, (2) make, (3) part number, (4) equipment code.

C. ENVIRONMENT. (1) date, (2) local time, (3) local time zone, (4) day or night, (5) mishap location. Report latitude and longitude to the nearest minute, except within five NM of an airfield. For those mishaps, report latitude/longitude to the nearest second. For all mishaps report the state/ country/ geographic area and nearest city/ town/ significant landmark as appropriate. If the mishap occurred on the airfield, give the name of the station or base and location of the facility. Distance from nearest

PREMISHAP PLAN

navigation facility or airfield as appropriate. (6) Altitude of the mishap above mean sea level, (7) weather at the location at time including runway wind. If airborne, give inflight visibility and all of the following which apply: distinct or obscured horizon, overcast, undercast, between layers, clear of clouds, in clouds, in and out of clouds.

3. CIRCUMSTANCES.

A. ORIGIN: provide the name of the departure airfield.

B. MISSION.

C. FLIGHT PURPOSE CODE. Use codes listed in OPNAVINST 3710.7N.

D. TYPE OF FLIGHT PLAN. VFR, IFR, DVFR oct.

E. DESTINATION. List next point of intended landing.

F. AIRCRAFT EVOLUTION. Describe that activity in which the aircraft was involved in.

4. MISHAP CATEGORY. See Chapter 1 #3 in this order. Use the category which best fits the mishap you are reporting on (i.e., Flight Mishap (FM)).

5. DAMAGE AND COSTS. Itemize the aircraft, equipment, property damage, and costs as follows:

A. AIRCRAFT. If an aircraft was destroyed, so state. If not, describe all aircraft damage and list cost. Itemize costs, including hours to repair.

B. DOD PROPERTY DAMAGE. Per major item, describe all DOD property damage and list cost. Describe property damage and itemize costs including hours to repair.

C. NON-DOD PROPERTY DAMAGE. Describe all non-DOD property damage and itemize costs.

6. PERSONNEL INFORMATION AND INJURIES. State whether an aeromedical analysis will be sent. Submission criteria; in cases of suspected human factor error as a mishap cause; in the event of personal injuries or relevant medical findings; and in the event of attempts, successful or not, to eject, bail out, or otherwise egress.

A. PERSONNEL ON BOARD. Total number for each aircraft.

B. CREW. Total number aboard each mishap aircraft. Then for each crew member list: crew duty at the time of the mishap (specify Pilot at Controls), rank/rate, (DO NOT LIST NAMES OR SOCIAL SECURITY NUMBER), NEC/designator/MOS, service, parent organization, duty status, injury, describe the most significant injuries, days hospitalized and additional days away from work. State if NVGs were being used. For Pilot, Copilot and NFO, give total flight hours and hours in model. Designate who was at the control.

C. TOTAL NUMBER OF PASSENGERS. Each aircraft.

1. INJURED PASSENGERS. State total number of injured passengers: give rank/rate, NEC/designator/MOS, service, specify DOD or non-DOD, parent organization, duty status, civilian or military, injury describe the most significant, days hospitalized, and additional days away from work.

2. UNINJURED PASSENGERS. Enter the total number of uninjured passengers in each mishap aircraft.

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D. INJURED NON-OCCUPANTS. Enter the total number of injured non-occupants, then list all injured non-occupants: give NEC/designator/MOS, service, specify if DOD or non-DOD, duty status, civilian or military, injury, describe the most significant injuries, days hospitalized, and additional days away from work.

7. MISHAP INVESTIGATION. Include the following, if applicable: Request for assistance. State the nature of assistance needed, when and where it is needed, and the source of that assistance, if known. If requesting assistance from the controlling custodian or from an activity external to that command, preface the request with the phrase FOR (CONTROLLING CUSTODIAN).

8. JAG MANUAL INVESTIGATION. Always include the phrase THIS MISHAP (DOES/DOES NOT) MEET THE REQUIREMENT IN REF B FOR A JAG MANUAL INVESTIGATION. If appropriate, include the phrase: INVESTIGATION INITIATED (DATE) BY: (CONVENING AUTHORITY).

9. POINTS OF CONTACT.

A. AIRCRAFT MISHAP BOARD.

List rank, name and parent organization-SENIOR MEMBER:

AIRCRAFT OPERATIONS:

AIRCRAFT MAINTENANCE:

AVIATION SAFETY:

FLIGHT SURGEON:

Include AUTOVON and COMMERCIAL telephone numbers for the senior member.

B. TELEPHONE INQUIRIES. List individuals designated by the senior member to answer telephone inquiries.

*NOTE: In the initial Mishap Report (the first safety message regarding the mishap), do not delay the four hour deadline for lack of information. Put (TBA, TBD, UNK) in that space where the information is missing and send the message.

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APPENDIX C

MISHAP INVESTIGATION REPORT MESSAGE FORMAT

1. GENERAL. The Mishap Investigation Report (MIR) is the final report by the AMB, unless the Board is reconvened by higher authority concerning the mishap. The deadline for the MIR is fourteen days, unless an extension has been granted by the controlling authority.

2. FORMAT. The message format for the MIR is the same as the first nine paragraphs of the MR (see Appendix B), with the following additional paragraphs:

UNCLAS FOUO //N03752//

REPORT SYMBOL 3752-1 vice REPORT SYMBOL 3750-19.

10. EVIDENCE.

A. ENCLOSURES. THE FOLLOWING ENCLOSURES TO THIS REPORT HAVE BEEN MAILED IAW REF A. IF REQUIRED FOR ENDORSEMENT OR FOR REMEDIAL ACTION IN CONNECTION WITH THIS REPORT, COPIES OF ENCLOSURES WILL BE MAILED TO ADDRESSEE OF THIS MESSAGE UPON RECEIPT OF WRITTEN REQUEST. (1). List enclosures, each enclosure is a separate sub-paragraph.

B. SUMMARY OF EVIDENCE.

11. ANALYSIS.

12. CONCLUSIONS.

13. RECOMMENDATIONS.

For details of contents in each paragraph, consult reference (a).

Rescue Report SAR Form 19-1/1	SPECIAL HANDLING REQUIRED SEE NWP 19-1 Appendix C For Completion Instructions	Page 1 of 2																																																																																																																																																									
1. Custodian of SRU: MCAS YUMA, AZ		2. SRU Type: HH-1N																																																																																																																																																									
2a. Flight Hours Expended: _____		2b. Steaming Hours Expended: N/A																																																																																																																																																									
2c. Aircraft Sorties Expended: _____		2d. Number of Surface Units: N/A																																																																																																																																																									
3. Report Serial Number: Type Case/Mishap: _____		4. Requesting Agency: _____																																																																																																																																																									
5. Air Force and/or Coast Guard Unit case number (if applicable): _____																																																																																																																																																											
6a. Date Time Groups: Local (Example: 280936 APR 87) Incident _____ Alert _____ Launch _____ On Scene _____ Located _____ Recovered _____ Delivered _____ Returned _____ to Base _____	7. Mission Categories: (Check appropriate boxes) <input type="checkbox"/> Military Distress <input type="checkbox"/> Civil Incident <input type="checkbox"/> Maritime <input type="checkbox"/> Overland <input type="checkbox"/> Plane Guard <input type="checkbox"/> Aviation Mishap <input type="checkbox"/> Man Overboard <input type="checkbox"/> Ship MEDEVAC <input type="checkbox"/> Hospital MEDEVAC <input type="checkbox"/> Disaster Relief	<input type="checkbox"/> Day <input type="checkbox"/> Night <input type="checkbox"/> VMC <input type="checkbox"/> IMC <input type="checkbox"/> Combat <input type="checkbox"/> Search Only <input type="checkbox"/> Recovery Only <input type="checkbox"/> Search and Recovery <input type="checkbox"/> Foreign Personnel <input type="checkbox"/> Multiple Incidents																																																																																																																																																									
6b. Distance in nautical miles To Scene : _____ Off shore : N/A		8. Weather Data Air Temp : _____ F Water Temp : N/A F Wind Direction : _____ Windspeed (Knots) : _____ Beaufort Sea Scale : N/A																																																																																																																																																									
9. Rescue Personnel Identification Data (All Persons)																																																																																																																																																											
a. Name/Rank/Rate	b. Duty on Rescue Vehicle	a. Name/Rank/Rate																																																																																																																																																									
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10a. Rescue Equipment (N=Needed/U=Used) (Check appropriate boxes) If multiple items circle as appropriate																																																																																																																																																											
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style="text-align: center;"><input type="checkbox"/></td> <td>Distressed Craft/SAR Asset</td> <td></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td>(Explain): _____</td> </tr> </table>	N	U			N	U		<input type="checkbox"/>	<input type="checkbox"/>	VHF/UHF Communication	ACFT/SHIP	<input type="checkbox"/>	<input type="checkbox"/>	Datum Marker Buoy	<input type="checkbox"/>	<input type="checkbox"/>	VHF/UHF Navigation	ACFT/SHIP	<input type="checkbox"/>	<input type="checkbox"/>	Electric Sea Marker	<input type="checkbox"/>	<input type="checkbox"/>	LORAN, OMEGA, GPS, etc.	ACFT/SHIP	<input type="checkbox"/>	<input type="checkbox"/>	Embarkation Net	<input type="checkbox"/>	<input type="checkbox"/>	Night Vision Goggles (NVG)		<input type="checkbox"/>	<input type="checkbox"/>	Grapnel Hook	<input type="checkbox"/>	<input type="checkbox"/>	CASP/SISAR/NAVSAR		<input type="checkbox"/>	<input type="checkbox"/>	Shear (Material Cutting)	<input type="checkbox"/>	<input type="checkbox"/>	Rescue Strop (Horse Collar)		<input type="checkbox"/>	<input type="checkbox"/>	Heaving Line	<input type="checkbox"/>	<input type="checkbox"/>	Forest Penetrator		<input type="checkbox"/>	<input type="checkbox"/>	Snap Hook and Ring	<input type="checkbox"/>	<input type="checkbox"/>	Rescue Net		<input type="checkbox"/>	<input type="checkbox"/>	J-Bar Davit	<input type="checkbox"/>	<input type="checkbox"/>	Chemical Lights		<input type="checkbox"/>	<input type="checkbox"/>	Rescue Seat	<input type="checkbox"/>	<input type="checkbox"/>	Rescue Litter		<input type="checkbox"/>	<input type="checkbox"/>	Lifering	<input type="checkbox"/>	<input type="checkbox"/>	Trail Line Assembly		<input type="checkbox"/>	<input type="checkbox"/>	Boarding Ladder	<input type="checkbox"/>	<input type="checkbox"/>	Rescue Hand Tool (pneumatic)		<input type="checkbox"/>	<input type="checkbox"/>	Swimmer/Survivor Tending Line	<input type="checkbox"/>	<input type="checkbox"/>	Quick Splice		<input type="checkbox"/>	<input type="checkbox"/>	Megaphone	<input type="checkbox"/>	<input type="checkbox"/>	Cable Grip (Chicago Grip)		<input type="checkbox"/>	<input type="checkbox"/>	Radio Set, PRC 90/63/112	<input type="checkbox"/>	<input type="checkbox"/>	ALDIS Lamp		<input type="checkbox"/>	<input type="checkbox"/>	Very Pistol with Flares	<input type="checkbox"/>	<input type="checkbox"/>	Tree Extraction Kit		<input type="checkbox"/>	<input type="checkbox"/>	Level "A" or "B" Medical Kit	<input type="checkbox"/>	<input type="checkbox"/>	Sky Genie		<input type="checkbox"/>	<input type="checkbox"/>	Blankets	<input type="checkbox"/>	<input type="checkbox"/>	Spring-Loaded Stitch Belay Plate		<input type="checkbox"/>	<input type="checkbox"/>	Oxygen	<input type="checkbox"/>	<input type="checkbox"/>	Hoisting Vest (Full Body Fishnet)		<input type="checkbox"/>	<input type="checkbox"/>	HEEDS Underwater Escape Unit	<input type="checkbox"/>	<input type="checkbox"/>	Radio Beacon		<input type="checkbox"/>	<input type="checkbox"/>	Other Equipment	<input type="checkbox"/>	<input type="checkbox"/>	Distressed Craft/SAR Asset		<input type="checkbox"/>	<input type="checkbox"/>	(Explain): _____	
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10b. Equipment Failures/Difficulties (Explain): _____																																																																																																																																																											

11. Personnel Recovered Data (Place total number in appropriate block(s))

<input type="text"/>	Number of personnel recovered	<input type="text"/>	Number of DOD personnel
<input type="text"/>	Number of personnel not recovered	<input type="text"/>	Number of non-DOD personnel
<input type="text"/>	Number of personnel recovered by other means	<input type="text"/>	Number of personnel requiring medical attention

12. Medical Difficulties (Place # of afflicted personnel in appropriate boxes)

<input type="text"/>	Respiratory Problems	<input type="text"/>	Bleeding	<input type="text"/>	Anaphalaxis
<input type="text"/>	Hypothermia	<input type="text"/>	Burns	<input type="text"/>	Shock
<input type="text"/>	Broken Bones	<input type="text"/>	Bends	<input type="text"/>	Blunt Trauma
<input type="text"/>	Dismemberment	<input type="text"/>	Air Embolus	<input type="text"/>	Neurological
<input type="text"/>	Spinal injury	<input type="text"/>	Internal Bleeding	<input type="text"/>	Dead on Arrival
<input type="text"/>	No Pulse	<input type="text"/>	Animal Bite	<input type="text"/>	Other (Explain)

12a. Distress vessel/aircraft:

13. Distress Narrative

14. Search Narrative

15. Recovery Narrative

16. Problems Encountered

17. Recommendations

18. Submitting Official:

Date:

POC:SGT CROSSIN, E.L.

19. Complete if rescue swimmer deployed:

DSN: 951-2300

a. Parachute Entanglement

Ballooned Canopy
 Suspension (Shroud) Line
 Other (explain under problems/recommendations)

b. Swimmer Deployments

Type	Number
Jump 10/10	<input type="text"/>
Jump 15'	<input type="text"/>
Hoist	<input type="text"/>
Small Boat	<input type="text"/>
Other	<input type="text"/>

Explain Other:

c. Rescue Swimmer Problems/Recommendations

SHAP PLAN

APPENDIX E

REPORT OF AIRCRAFT MISHAP INVOLVING
A FEDERAL AVIATION ADMINISTRATION FUNCTION

1. GENERAL. If a function of the Federal Aviation Administration (FAA) is or may be involved in an aircraft mishap, a telephone call and message to the nearest FAA facility is required. The number for the MCAS Yuma Representative is extension (DSN) 997-4026.

a. Telephone Report. The telephone report will include all available information and will be made within four (4) hours of the time the mishap occurred.

b. Message Report. A follow-up Priority message will also be sent as soon as possible but no later than twenty-four (24) hours after the mishap.

2. INFORMATION. Specific instructions as to the criteria for determining if an FAA function is involved is found in reference (b). Generally, involvement will include any contributing factor to the mishap which was controlled, supervised, accomplished by or was the responsibility of the FAA or its personnel. This would include erroneous chart information, approaches to established minimums which do not meet standard minimum terrain criteria, collisions with civil aircraft, and improper air traffic clearances.

3. FORMAT. Format for both the telephone call and message is as follows:

FM: MCAS YUMA AZ
TO: FAA (NEAREST FACILITY)

INFO: (APPROPRIATE ADDRESSEE'S ONLY)

UNCLAS FOUO //N03750//

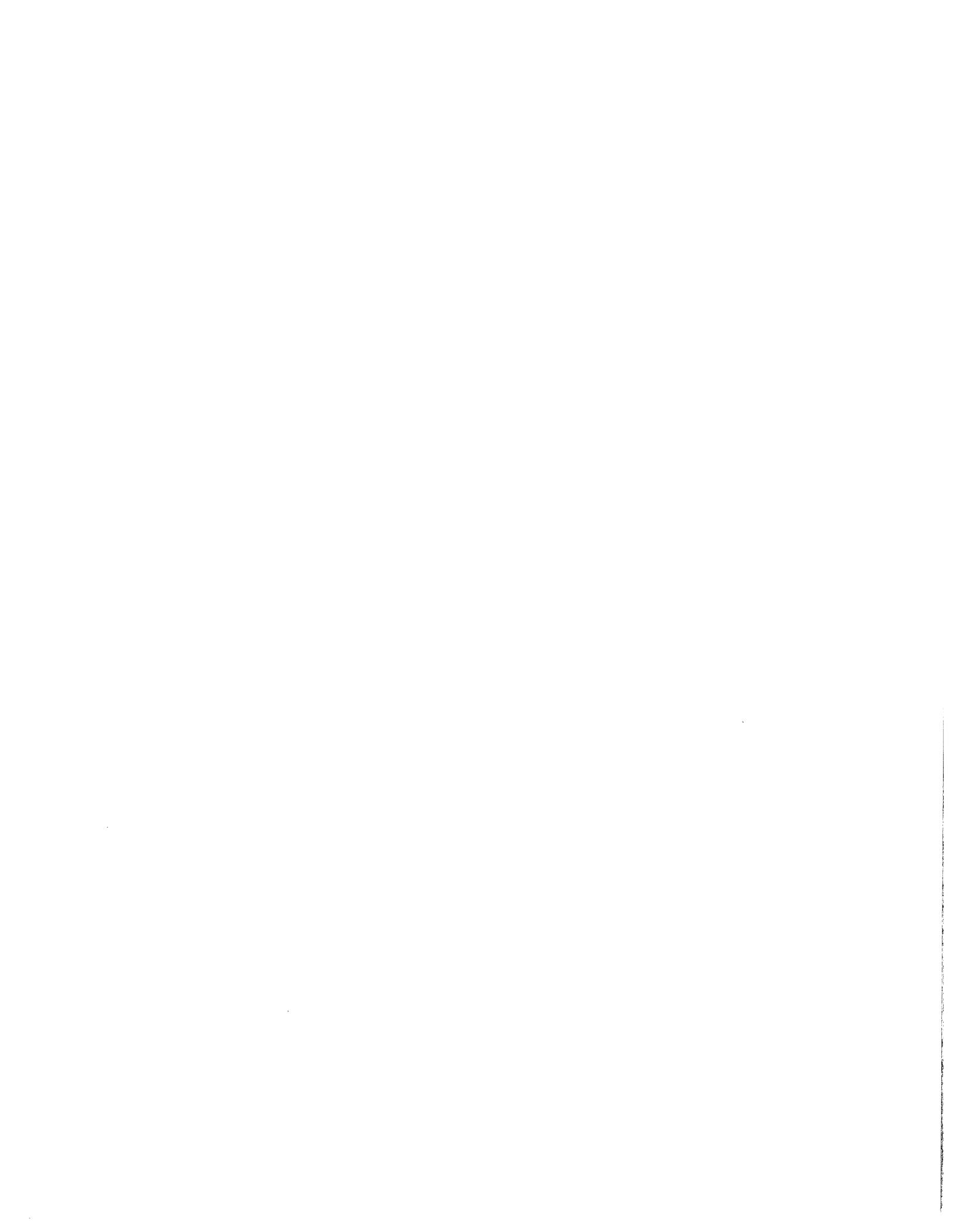
AIRCRAFT MISHAP INVOLVING FAA FUNCTION

- a. Date and local time, time zone of mishap.
- b. Location of mishap scene (give distance and direction from nearest military base or prominent geographical location; otherwise use latitude and longitude for location).
- c. Aircraft type, mode and BUNO.
- d. Unit to which aircraft was assigned at time of mishap.
- e. Last departure base of aircraft.

PREMISHAP PLAN

- f. Type of aircraft control clearance.
- g. Aircraft destination.
- h. Last known position in flight and/or radio contact with pilot.
- i. Security classification of mishap as applicable.
- j. Whether radioactive materials were aboard aircraft.
(Indicate by YES or NONE.)
- k. Description of how accident occurred. (Indicate maneuvers being performed with aircraft.)
- l. Identify the FAA function(s) involved. If military authority desires FAA participation, include request to FAA in this paragraph.
- m. State whether other investigations are to be conducted.
- n. Name, rank, telephone number, address of individual for FAA personnel to contact if further information is desired by the FAA.

Call FAA Air Traffic Representative, extension (AVN) 997-4026.



PREMISHAP PLAN

APPENDIX F

OPREP-3 PINNACLE/NAVY BLUE REPORT

1. GENERAL. All aircraft mishaps, fatal injuries caused by mishap, ground mishap or incidents as well as any occurrence that could attract widespread national or international level interest, require the submission of an OPREP-3 Report as per reference (c). This report consists of two parts; a telephone report to the Marine Corps Command Center and a follow-up message in the same format.

2. ACTION. The OPREP-3 is extremely time critical. Do not delay the call for lack of information.

a. The Reporting Custodian is normally responsible for OPREP-3 reporting.

b. In a situation where a transient aircraft, a station aircraft, or an aircraft where the Reporting Custodian is unknown, the (station) Commanding Officer, Executive Officer or the Airfield Operations Officer will authorize the release of an OPREP-3.

c. After consent, the OOD will make the initial telephone report as soon as possible (within five minutes) of a mishap involving station aircraft.

d. The telephone call will be to the Marine Corps Command Center. The DSN (Defense Switch Network) numbers are:

(1) Primary 225-7366.

(2) Alternate 851-3620.

e. The follow-up message will be sent by the station Commanding Officer, the Airfield Operations Officer, or the Aviation Safety Officer.

3. INFORMATION. Depending on the severity of the incident, one of the following formats will be utilized for the telephone and message report:

a. OPREP-3 Pinnacle. This report is used when an aircraft mishap or incident has stimulated national level interest. Those accidents which result in civilian injuries or death are such mishaps.

b. OPREP-3 Navy Blue. This report is used to provide CNO/CMC with information concerning mishaps of military, political or press interest, which are of high Navy/Marine Corps interest vice national level interest. Accidents occurring on military property, in remote areas or those resulting in minimal damage are examples of such mishaps.

PREMISHAP PLAN

c. Message format instructions:

(1) precedence:

- (a) OPREP-3 Pinnacle - FLASH.
- (b) OPREP-3 Navy Blue - Immediate.

(2) Addressees are as follows:

(a) OPREP-3 Pinnacle:

TO: NMCC WASHINGTON DC
CNO WASHINGTON DC
CMC WASHINGTON DC
COMCABWEST EL TORO CA

INFO: NOSIC SUITLAND MD

(b) OPREP-3 Navy Blue:

TO: CNO WASHINGTON DC
CMC WASHINGTON DC
COMCABWEST EL TORO CA

INFO: NOSIC SUITLAND MD

(3) Serial number of aircraft will be "MCAS Yuma 1-8_" for the first OPREP-3 of the calendar year. Subsequent messages on the same incident will be 1-8_A, B, etc. A second incident in the same calendar year will be 2-8_.

(4) Format for message and telephone reports are as follows:

(a) OPREP-3 Pinnacle:

CLASSIFICATION
OPREP-3 PINNACLE/M62974/SERIAL NO.
1. INCIDENT.
2. CDR'S ESTIMATE.
3. REFERENCE.
4. DETAILS.
 a. TIME.
 b. LOCATION.
 c. NARRATIVE.
5. LOSS/DAMAGE.
6. REMARKS.

The report will always end in one of the following manners:

LAST OPREP-3 REPORT THIS INCIDENT or AMPLIFYING INFO TO FOLLOW.

PREMISHAP PLAN

(b) OPREP-3 Navy Blue is the same format as Pinnacle except for subject line which will be as follows:

OPREP-3 NAVY BLUE/M62974/SERIAL NO.

MISHAP INVESTIGATION REPORT ENCLOSURE
ADVICE TO WITNESSES

THIS IS PART OF A LIMITED USE NAVAL AIRCRAFT MISHAP INVESTIGATION REPORT
 LIMITED DISTRIBUTION AND SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6

**PLEASE READ THIS STATEMENT CAREFULLY
 CERTIFY THAT YOU UNDERSTAND IT BY YOUR SIGNATURE AT THE BOTTOM**

I understand that:

- a. I have been requested to voluntarily provide information to a board conducting an investigation of a naval aircraft mishap.
- b. I AM NOT being requested to provide a statement under oath or affirmation.
- c. Disclosure of personal information by me is voluntary, and that failure to provide such information will have no direct effect on me.
- d. The purpose of the information provided by me is to determine the cause of a naval aircraft mishap and/or the damage and/or injury occurring in connection with that mishap.
- e. All information provided by me to the Aircraft Mishap Board will be used ONLY for safety purposes.
- f. The information provided by me shall NOT be used:
 - (1) In any determination affecting my interests.
 - (2) As evidence or to obtain evidence in determining misconduct or line of duty status of killed or injured personnel.
 - (3) As evidence to determine my responsibility or that of other personnel from the standpoint of discipline.
 - (4) As evidence to assert affirmative claims on behalf of the government.
 - (5) As evidence to determine the liability of the government for property damage caused by a mishap.
 - (6) As evidence before administrative bodies, such as Naval Aviator/Naval Flight Officer Evaluation Boards (USN) or Field Flight Performance Boards (USMC).
 - (7) In any other punitive or administrative action taken by the Department of the Navy.
 - (8) In any other investigation or report of the mishap about which I have been asked to provide information.

STATEMENT (Continue on reverse and/or attach separate sheet(s) as necessary)

2. PRINTED NAME (First, Middle, Last)		3. SIGNATURE	
4. DATE	5. RANK/RATE	6. SERVICE	7. TELEPHONE NUMBER
8. ADDRESS WHERE YOU MAY BE LOCATED			

PREMISHAP PLAN

APPENDIX H

NEAR MIDAIR COLLISION REPORT

1. Requirement. A Near Midair Collision (NMAC) Report will be submitted whenever a near midair collision takes place.
2. Definition. A NMAC occurs when, in the pilot's opinion, the safety of an aircraft was jeopardized by the proximity of another aircraft as defined in reference (a).
3. Instructions. General instructions are contained in reference (a). The text of the message will provide as much of the following information as is known.
 - a. Date, time (GMT) of NMAC, and indicate whether dawn, day dusk, or night.
 - b. Location (bearing and distance from a well defined landmark, air field, or navigational aid, in addition to latitude and longitude to the nearest minute) and flight level/altitude of the incident.
 - c. Model and BUNO of reporting aircraft; destination; name and social security number of pilot.
 - d. Type of flight plans; station altimeter setting used.
 - e. Detailed weather conditions at flight level/altitude.
 - f. Approximate courses of both aircraft; indicate if one or both aircraft were climbing or descending.
 - g. Separation in distance at first sighting; proximity at the closest point, horizontal and vertical; length of time in flight prior to evasive action.
 - h. Degree of evasive action taken, if any (by both aircraft, if possible); injuries, if any.
 - i. Any other information deemed helpful in the effort to reduce collision potential.

PREMISHAP PLAN

APPENDIX I

NAVAL AVIATION HAZARD REPORT

1. Requirement. The Naval Aviation Hazard Report (NAHR) will be submitted whenever any hazardous or potentially hazardous condition is encountered which could cause death or injury to personnel and/or loss or damage to aircraft or property. This report is provided to report incidents not covered elsewhere in OPNAVINST 4790.2C or reference (a).

2. Instructions. Aviation hazards which are reportable utilizing the NAHR shall be transmitted within ten (10) calendar days including the following information.

- a. Command submitting hazard.
- b. Date and local time hazard noted.
- c. Location of hazard such as station ICAO identifier or bearing/distance from NAVAID. If airborne, include latitude and longitude to nearest minute.
- d. Model aircraft, BUNO, and aircraft radio call.
- e. Equipment, service, or agency involved. Identify any equipment by model, make and equipment code, if known.
- f. Description of hazard.
- g. Remarks and/or recommended corrective active.

PREMISHAP PLAN

APPENDIX J

MISHAP INVESTIGATION KIT INVENTORY

1. The box designated for aircraft mishap investigation equipment is located at the SAR hangar Building (Storage Room) #227. Point of Contacts, Station ASO, or Aircraft Recovery Team (SAR). The inventory list is as follows:

BOX (Yellow Tool Box)

<u>QUANTITY</u>	<u>ITEM</u>
2	1" Masking Tape
12	Pencils (Assorted Colors)
1	1:500,000 TPC Map (G-19D)
2	Legal Pads (Yellow)
2	Legal Pads (White)
1	Graph Paper Pad (Yellow)
6	Marker, Fine Tip (Red)
5	Matches, Pack
6	3" X 5" Note Pads
1	3" X 5" Index Cards
1 Bundle	Identification Tags (round)
1	Compass
1 Bag	Rubber Bands
1 Box	Pencil Lead Refill (Red)
1 Bag	Chalk
10	Marker, Fine Tip (Assorted Colors)
15	Markers, Grease (Assorted Colors)
26	Sample Bags, Plastic
1 Pair	Scissors
3	Pencils, Mechanical
2 Bundles	Identification Tags (White)
7	Material Identification Tags
14	Sample Bottles
1	100` Tape Measure

PREMISHAP PLAN

APPENDIX K

POINTS OF CONTACT

Naval Safety Center

Aircraft Mishap Investigators

Routine: DSN 564-3321/COMM 804-444-3321

Mishap Telephone Report: DSN 564-2929/COMM 804-444-2929 Analyst
for your aircraft

DSN 564-1211/COMM 804-444-1211

See OPNAVINST 3750.6 Appendix D for other NSC phone numbers

Aviation Safety Programs, NPS Monterey

DSN 878-2581/2/3/COMM 408-646-2581/2/3

Armed Forces Institute of Pathology

DSN 291-3232/COMM 202-576-3232

Naval Air Systems Command, Aviation Safety

DSN 222-1234/1292/COMM 703-692-1234/1292

National Transportation Safety Board (NTSB)

Mr. Mike O'Rourke (radar interpretation) (recommend contacting NSC
Investigators prior to contacting Mr. O'Rourke)
COMM 202-382-6569

Naval Weapons Center, China Lake

Mr. Bruce Trenholm, Accident Investigator, Parachute
Engineering Division

DSN 437-3449/3202/COMM 619-939-3449/3203

Cognizant Field Activities, NADEP Product Support Directorate

DUE TO BRAC A COMPLETE LISTING IS NOT AVAILABLE
AS PER OPNAVINST 3750.6Q CONTACT YOUR MAINTENANCE
DEPARTMENT FOR PHONE NUMBERS AND ADDRESSES

CIVILIAN LAW ENFORCEMENT AGENCIES PHONE NUMBER ARE ON THE FOLLOWING PAGE.

CIVILIAN LAW ENFORCEMENT

*Yuma County Sheriffs Office	783-4427
*Yuma City Police Department	783-4421
*Department of Public Safety	
Yuma	782-1679
Phoenix	(602) 344-0401
Tucson	(520) 344-0401
For all cities after working Hours	344-0401
*Imperial County Sheriffs Office	(619) 572-0229
*Winterhaven Police Department	(619) 339-6311

PREMISHAP PLAN

*California Highway Patrol	(619) 352-8881
*Yuma Proving Grounds PMO	328-2720
*Border Patrol DWH ext. 130	782-9548
*F.B.I	344-3050
	AWH (602) 279-5511

CRASH DIAGRAM

Range Management	X 3401
MWSS-371	X 2513/2515
Facilities Management	X 2164/2781

MOTOR TRANSPORT (vehicle, generators, lighting)

MWSS-371 S-3	X 3546
Station Ground Safety	X 2956
Chaplain	X 2371
MAG-13 Safety	X 3568

