

DEPARTMENT OF THE ARMY  
HEADQUARTERS, FIFTH U.S. ARMY AND FORT SAM HOUSTON  
Fort Sam Houston, Texas 78234-5000

FSH Regulation  
No 95-2

1 May 1995

Aviation  
FORT SAM HOUSTON PRE-ACCIDENT PLAN

Issue of supplements to this regulation by subordinate commanders is prohibited, unless specifically approved by the Commander, U.S. Army Garrison, Fort Sam Houston (USAG FSH)

1. PURPOSE. To prescribe procedures and establish responsibilities for ensuring the most systematic and rapid rescue efforts possible, and to prescribe investigative functions for aircraft accidents which will produce maximum results without confusion or waste of time.
2. APPLICABILITY. This regulation applies to Headquarters, Fort Sam Houston staff elements, Camp Bullis, and other activities responsible for providing services or support for notification, rescue, recovery and investigation of aircraft accidents.
3. REFERENCES
  - a. AR 385-40, Accident Reporting and Records.
  - b. AR 385-95, Army Aviation and Accident Prevention
  - c. AR 420-90, Fire Protection.
  - d. DA Pam 385-40, Army Accident Investigation and Reporting
  - e. DA Pam 385-95, Aircraft Accident Investigation and Reporting.
  - f. FORSCOM Regulation 385-1, Forces Command Safety Program.
  - g. DPW-EOP, Directorate of Public Works - Emergency Operations Plan.
  - h. OPLAN-JAMR, Joint Area Military Resourcing Plan.
  - i. DA Form 7305-R, Worksheet for Telephonic Notification of Aviation Accident (Figure 1).
  - j. DA Form 7306-R, Worksheet for Telephonic Notification of Ground Accident (Figure 2).

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\*This regulation supersedes FSH Reg 95-2, 26 Oct 90.

FSH Reg

#### 4. RESPONSIBILITIES.

a. The Directorate of Plans, Training, Mobilization and Security (DPTMSEC), Chief, Aviation Division, has staff responsibility for the preparation of the pre-accident plan.

b. The Commander who first becomes aware of any Class A, B, or C Army aviation (flight, flight related, or aircraft ground) accident will, through the existing chain-of-command, immediately notify:

(1) Any organization listed in paragraph 6 (Primary Alert System) of this regulation.

The immediate commander of all personnel involved.

(3) The Commander, U.S. Army Safety Center (USASC), telephone DSN 558-2660/3410 or commercial (334) 255-2660/3410

Note: At a minimum, notification will include information on DA Forms 7305-R and 7306-R. (See figures 1 and 2).

c. After duty hours the Fort Sam Houston Staff Duty Officer (SDO)/Non-commissioned Officer (NCO) will:

Complete appropriate form

(2) Notify any organization listed on the Primary Alarm System

(3) Monitor situation until the Aviation Division, located in building 3520, assumes control of the post-accident functions.

d. The OIC or Chief of the fire department responding to the accident will function as the on-site controller. This function will continue until all hazards are under appropriate control and the scene is safe for release to an other authority. The Chief, Aviation Division will next assume control of the accident scene, establish a PASS system for entry to the accident scene, and make final release to the President of the Accident Investigation Board. The President will maintain control of the scene throughout the investigation of the accident.

e. Control of post-accident functions will originate in the Aviation Division Operations, building 3520, room 25, upon activation of this plan. Personnel and equipment required, or deemed necessary, to implement this plan will remain at their

respective headquarters area or motor pool unless notified to go directly to the scene of the accident. Building 3520 and its ramp area is the assembly area when pre-staging is considered necessary.

f. The Accident Investigation Board will be appointed by the chain of command of the aircraft involved in the accident.

g. The President of the Aircraft Accident Investigation Board will select the personnel required to report to the assembly point and proceed to the accident site. Building 3520 will be the assembly point unless changed by the President.

h. Organizations listed in appendixes A, B, and C are required to periodically orient personnel regarding specific duties and functions prescribed by this regulation or any revisions thereto.

i. This plan will be rehearsed monthly on Fort Sam Houston and semiannually on Camp Bullis to ensure current proficiency. A copy of the results will be maintained at the DPTMSEC Aviation Division. During the rehearsal, all primary stations will respond unless otherwise directed by the Aviation Division. Secondary stations may be notified to participate, if deemed necessary, to ensure that the plan is functional.

j. Off-Post Accidents. The Aviation Division will initiate coordination with the local state, county, or city authorities nearest the accident scene for assistance with:

Medical/coroner services.

Fire protection.

Safeguard of property.

Other services as required.

## 5. RECEIPT OF INITIAL CRASH REPORT.

a. Initial Crash Report Data. Critical data must be obtained by the person receiving the initial report of a crash. It is important that the call does not terminate until the location, nature of the crash, and a return telephone number/radio frequency are established. Use of the formats outlined in figures 1 and 2 is recommended to receive and disseminate crash report data.

b. Fort Sam Houston Crash Report. The Aviation Division is the receiving point for all reports of aircraft accidents on or near Fort Sam Houston. Report of crashes that occur on Fort Sam Houston will be made by a radio call from an aircraft or a telephone call to the telephone operator, Fire Department, Provost Marshal (MP Desk) or Staff Duty Officer. To ensure proper receipt of crash information, all persons who are likely to receive a crash report will be instructed on how to respond to the report of an accident. Likely recipients of initial crash reports will conspicuously post the telephone numbers of the DPTMSEC, Aviation Division, to expedite referral. The primary alert system can be activated from the Aviation Division by a four-point "hotline" to initiate rescue and recovery units. This line connects the Brooke Army Medical Center (BAMC) Emergency Department, the Fort Sam Houston Fire Central Dispatch, the Military Police, and the Helicopter Air Ambulance Crew on duty. The detailed responsibilities and actions expected of Fort Sam Houston organizations on the primary alert system are explained in appendix A.

c. Camp Bullis Crash Report. Headquarters, Camp Bullis is the receiving point for all reports of aircraft accidents that occur on or near Camp Bullis. Reports of a crash occurring at Camp Bullis would likely be made by a radio call from another aircraft spotting the wreckage, land line call from an organization in the field, or by messenger. Like those at Fort Sam Houston, recipients of initial crash reports must get the vital information and then alert the crash/rescue units at Camp Bullis. The units to be alerted are the Fire Station, the Clinic, and the Helicopter Air Ambulance Crew on duty. Detailed responsibilities and actions expected of units on the primary alert system are explained in appendix B.

d. The detailed responsibilities and actions expected of Fort Sam Houston and Camp Bullis units on the secondary alert system circuits are explained in appendix C.

## 6. PRIMARY AND SECONDARY SYSTEMS.

### a. Fort Sam Houston Primary Alert System.

(1) Aviation Division Operations/Helicopter Air Ambulance Crew. Telephone Crash Rescue Hotline or 221-3026/5160.

(2) Fort Sam Houston (FSH) Fire Dispatch. Telephone Crash Rescue Hotline or 221-2727/554-4713/911.

(3) Emergency Rooms A and B, Brooke Army Medical Center. Telephone Crash Rescue Hotline or 916-6500/916-6450.

(4) Military Police. Telephone Crash Rescue Hotline or 221-2222/2006

b. Camp Bullis Primary Alert System.

Camp Bullis Operations, 221-7510/7790.

Camp Bullis Fire Station, 221-7514/7627.

Camp Bullis First Aid Station, 221-7525/7696

Helicopter Air Ambulance Crew, 221-3026/5160

c. Secondary Alert System for Fort Sam Houston and Camp Bullis.

Flight Surgeon, 916-7994/7995.

Military Provost Marshal, 221-2222/9331.

Directorate of Logistics, 221-9850/9820.

DPTMSEC, Aviation Division, 221-3026/5160.

DOL, Transportation Division, 221-2649/2661.

(6) DPTMSEC, Photo Lab, 221-0225/2713 (after duty hours contact Staff Duty Officer, 221-2810/9162).

Public Affairs Office, 221-1151/2030

(8) Directorate of Personnel and Community Activities (DPCA), Adjutant, 221-2014/0952.

Directorate of Public Works (DPW), 221-4324/3009.

(10) DPTMSEC, Emergency Operation Center (EOC) 221-1028/1819.

Kelly AFB Weather Office, 925-5709/5808

d. Organizations and personnel listed above should become familiar with the crash alarm system and provisions of referenced regulations, supplements, and related Fort Sam Houston publications.

e. Organizations must maintain a state of readiness to effectively cope with an accident should one occur at Fort Sam Houston or Camp Bullis. This state of readiness will be periodically tested by simulated crash drills and inspections.

<b>WORKSHEET FOR TELEPHONIC NOTIFICATION OF AVIATION ACCIDENT/INCIDENT</b> <small>For use of this form, see AR 385-40; the proponent agency is OCSA</small>											
SHADED BLOCKS ARE FOR USASC USE ONLY		A. ASMIS CASE NUMBER		B. TIME & DATE OPS RECEIVED REPORT							
NOTE: ITEMS 24 AND 25 ARE NOT REQUIRED FOR CLASS C ACCIDENT				a. Year	b. Month	c. Day	d. Time (local)				
1. POINT OF CONTACT FOR ACCIDENT INFORMATION		a. Name <b>JOHN A. DOE</b>									
b. Duty <input type="checkbox"/> Commander <input type="checkbox"/> Safety Officer <input checked="" type="checkbox"/> Other (Specify) <b>SOLDIER</b>		c. Phone Number		DSN:		Commercial:					
				<b>471-XXXX</b>		<b>(210) 221-XXXX</b>					
2. ACCIDENT CLASSIFICATION <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C		3. TIME & DATE OF ACCIDENT			4. AIRCRAFT SERIAL NUMBER		5. TYPE OF AIRCRAFT				
		a. Year	b. Month	c. Day	d. Time (local)						
		<b>95</b>	<b>JAN</b>	<b>14</b>	<b>1335</b>	<b>67-12345</b>					
6. PERIOD OF DAY <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input checked="" type="checkbox"/> Day <input type="checkbox"/> Night		7. MISSION BEING PERFORMED				8. NOE					
		a. Type (Training, Svc, etc.)		b. Operation		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
		<b>UNK</b>		<input checked="" type="checkbox"/> Single-Ship <input type="checkbox"/> Multi-Ship							
9. NIGHT VISION DEVICE		10. UNIT OWING AIRCRAFT			11. MACOM						
a. In Use <input type="checkbox"/> Yes <input type="checkbox"/> No <b>UNK</b>		b. If Yes <input type="checkbox"/> ANVIS <input type="checkbox"/> FLIR <input type="checkbox"/> AN/PVS-5 <input type="checkbox"/> LLTV		<b>123 MAINT BN</b>			<b>FORSCOM</b>				
12. MILITARY INSTALLATION NEAREST ACCIDENT SITE				13. EXACT ACCIDENT LOCATION							
<b>FORT SAM HOUSTON</b>				<b>MCARTHUR FIELD VIC BLDG 300</b>							
CHECK "YES" or "NO" FOR QUESTIONS 14 THROUGH 19				Yes	No	21. PERSONNEL INVOLVED		a. No. of Personnel by Rank/Category			
14. EXPLOSIVE/HAZARDOUS/SENSITIVE MATERIALS INVOLVED?					<input checked="" type="checkbox"/>	b. Total No. of Personnel		1 Officer 1 WO			
15. IF YES TO #14, ARE THEY SECURE?								2 Enlisted Army Civilian			
16. ACCIDENT SITE SECURED IAW DA PAM 385-40?								Non-Army Civilian			
17. HAS ACCIDENT SCENE BEEN DISTURBED?											
18. IF YES TO #17, WERE PHOTOS, ETC. MADE BEFORE DISTURBING THE SCENE?						22. INJURIES (Enter # of each)		As soon as possible, the following additional information is required on all injured personnel: name, personnel classification, degree of injury, and SSAN.			
19. FLIGHT DATA RECORDER INSTALLED?						0 Fatalities					
20. CLEARANCE WAS: <input type="checkbox"/> VFR <input type="checkbox"/> IFR						2 Non-Fatal Injuries					
23. ACCIDENT SYNOPSIS (What Happened)											
LOST HYDRAULIC PRESSURE IN FLIGHT. INITIATED EMERGENCY RUN-ON LANDING.											
24. NEWS MEDIA AWARE OF ACCIDENT <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		25. NEAREST AIRFIELD		a. Nearest that can handle C-12 (4,000 ft. min.)							
				<b>RANDOLPH AFB OR KELLY AFB</b>							
		b. Nearest commercial airfield									
		<b>SAN ANTONIO INTL</b>									
26. WHO WILL INVESTIGATE?		a. Installation Level Accident Investigation (IAI) Board Appointed			b. CAI Team Dispatched		Team:				
		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No						

Figure 1 (Sample of Worksheet Information)

WORKSHEET FOR TELEPHONIC NOTIFICATION OF GROUND ACCIDENT For use of this form, see AR 385-40; the proponent agency is OCSA								
Immediately notify USASC telephonically of all Class A and B accidents IAW AR 385-40, chapter 3. Phone numbers are: Commercial (205) 255-2660/4273/3410 or DSN 558-2660/4273/3410.								
SHADED BLOCKS ARE FOR USASC USE ONLY	A. ASMIS CASE NUMBER			B. TIME & DATE OPS RECEIVED REPORT				
				a. Year	b. Month	c. Day	d. Time (local)	
1. POINT OF CONTACT FOR ACCIDENT INFORMATION	a. Name <b>JOHN A. DOE</b>							
b. Duty <input type="checkbox"/> Commander <input type="checkbox"/> Safety Officer <input checked="" type="checkbox"/> Other (Specify)		SOLDIER		c. Phone Number		DSN: 471-XXXX Commercial: (210) 221-XXXX		
2. ACCIDENT CLASSIFICATION <input type="checkbox"/> A <input type="checkbox"/> B	3. TIME & DATE OF ACCIDENT			4. PERIOD OF DAY	5. ON/OFF DUTY	6. TYPE OF EQUIPMENT/MATERIEL INVOLVED		
	a. Year 95	b. Month JAN	c. Day 20	d. Time (local) 1500	<input checked="" type="checkbox"/> Day <input type="checkbox"/> Night	<input type="checkbox"/> On-Duty <input type="checkbox"/> Off-Duty	2 1/2 TRUCK	
7. UNIT 123rd MAINT				8. MACOM FORSCOM		9. NIGHT VISION DEVICE IN USE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
10. EXACT ACCIDENT LOCATION INTERSECTION OF STANLEY & REYNOLDS ROAD, FORT SAM HOUSTON, TX								
11. ON-POST/OFF-POST? <input checked="" type="checkbox"/> On-Post <input type="checkbox"/> Off-Post	12. MILITARY INSTALLATION NEAREST ACCIDENT SITE FORT SAM HOUSTON							
CHECK "YES" or "NO" FOR QUESTIONS 13 THROUGH 17				Yes	No	19. PERSONNEL INVOLVED	a. No. of Personnel by Rank/Category	
13. EXPLOSIVE/HAZARDOUS/SENSITIVE MATERIALS INVOLVED?					X	b. Total No. of Personnel  2	____ Officer ____ WO	
14. IF YES TO #13, ARE THEY SECURE?				N/A			1 Enlisted ____ Army Civilian	
15. ACCIDENT SITE SECURED IAW DA PAM 385-40?				X			1 Non-Army Civilian	
16. HAS ACCIDENT SCENE BEEN DISTURBED? UNK							c. Highest Rank	
17. IF YES TO #16, WERE PHOTOS, ETC. MADE BEFORE DISTURBING THE SCENE? UNK						20. INJURIES (Enter # of each)	As soon as possible, the following additional information is required on all injured personnel: name, personnel classification, degree of injury, and SSAN.	
18. WEATHER CONDITIONS CLEAR								
21. ACCIDENT SYNOPSIS (What Happened)  CIVILIAN VEHICLE MADE LEFT HAND TURN FROM STANLEY TO REYNOLDS AND RAN INTO 2 1/2 TON TRUCK								
22. NEWS MEDIA AWARE OF ACCIDENT <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	23. NEAREST AIRFIELD	a. Nearest that can handle C-12 (4,000 ft. min.) RANDOLPH AFB OR KELLY AFB						
	b. Nearest commercial airfield SAN ANTONIO INTL							
24. WHO WILL INVESTIGATE?	a. Installation Level Accident Investigation (IAI) Board Appointed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			b. CAI Team Dispatched <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Team:				

APPENDIX A

FORT SAM HOUSTON AIRCRAFT PRE-ACCIDENT PLAN

1. FORT SAM HOUSTON PRIMARY ALERT SYSTEM.

a. This system will be used immediately upon notification of an actual, simulated or probable aircraft accident to alert the crash rescue and medical evacuation crews. This system will consist of a direct-wire intercom (hotline) telephone circuit between agencies listed below:

(1) Helicopter Air Ambulance Crew

Fort Sam Houston Fire Dispatch.

Emergency Room, Brooke Army Medical Center.

Military Police

b. The alarm circuit will be tested daily whenever flight operations are planned. The test of circuits will be accomplished as follows:

(1) The Aviation Division will contact the FSH Fire Dispatch, BAMC Emergency Room and the Military Police over established hotline.

(2) The alarm horn located atop the Control Tower building 3520, will be tested daily no later than 0730.

c. Alternate Telephone Plan. Once the alert system is in effect, 221-3026 will be reserved for incoming calls only and 221-5160 will be reserved for outgoing calls regarding the emergency.

2. DUTIES AND RESPONSIBILITIES.

a. The DPTMSEC Aviation Division will

(1) Initiate the primary alarm system by contacting all parties on the primary alarm circuit.

(2) Dispatch an air ambulance helicopter to the crash site coordinates or other locations as described by the caller.

(3) Control, direct and coordinate dispatch of personnel, aircraft, equipment and convoys to locate or service crash activities.

(4) Alert the FSH Safety Officer of any search and rescue operations or aircraft accident that occurs.

(5) Monitor requests from the crash area for special or additional assistance and equipment.

(6) Coordinate additional transportation for medical personnel, crash crews and medical supplies, as directed.

(7) Serve as the control center for general direction of post accident activities until relieved.

(8) Keep a current grid map conspicuously located and ensure that operations personnel are familiar with the map.

b. Helicopter Air Ambulance Crew.

(1) Provide immediate search and rescue service during aircraft accident emergencies.

(2) Depart as quickly as possible and proceed directly to the coordinates of location given with the aircraft accident report.

(3) Radio preliminary report of crash circumstances from the accident scene to the Aviation Division.

(4) Rescue personnel from the crash and evacuate casualties to the designated medical facility.

c. The Fort Sam Houston Fire Department will:

(1) Activate and dispatch the fire unit, in accordance with (IAW) the DPW Emergency Operations Plan (DPW-EOP) to the reported accident scene when the accident scene is on-post.

(2) Notify the appropriate city and/or county fire department when the reported accident scene is off-post. Caller should provide all available crash data (as outlined in figures 1 and/or 2) to the responding fire department.

(3) Designate and dispatch a fire coordinator IAW the DPW-EOP for liaison with city/county fire departments at an off-post accident scene when required.

(4) During normal duty hours notify the DPW Service Call Desk, 221-3144. Caller should specify, "This is an aircraft emergency situation (exercise), activate the Engineer Emergency Management Center (EEMC) IAW the DPW-EOP."

(5) During non-duty hours, serve as the alternate EEMC (AEEMC), as appropriate to the situation:

Recall personnel for activation of the AEEMC.

Recall personnel for staffing of the Engineer Team

(c) Continue to serve as the AEEMC until relieved by the activation of the EEMC.

(6) As required, dispatch additional fire fighting forces to augment the fire unit at an on-post accident scene when additional forces are necessary to control the fire or to gain entry to the aircraft to rescue personnel.

(7) As required, obtain additional fire fighting forces from other fire departments under the provision of existing mutual support agreements or OPLAN-JAMR.

(8) Determine the off-post fire department that is nearest each grid map area and post the phone numbers on the crash grid map.

(9) As required, notify the FSH EOC, DPTMSEC, 221-1028/1819 of a requirement to activate the Brush Fire Detail. Caller should specify: "This is the FSH Fire Central, request activation of an aircraft emergency situation (exercise)" and then provide a location where the detail has to report to.

d. The Fire Unit will:

Determine fire fighting support requirements.

(2) Perform fire fighting duties and rescue mission of personnel, as required.

(3) Supervise the accident area until the fire is extinguished or until the area is safe for entry by authorized personnel.

(4) Release control of the accident area to the Senior Officer of the Aircraft Accident Investigation Board or other persons of authority.

(5) Advise the Chief, DPTMSEC, Aviation Division, when dangerous or hazardous cargo warrants the presence of a specialist, such as an Ordnance or Medical Officer or a Hazardous/Toxic Material Specialist.

(6) Liaison with civilian or other military fire fighting forces, as required.

e. The Emergency Department, BAMC, will:

(1) Dispatch medical personnel to the crash scene via ambulance or helicopter, whichever permits earliest arrival and evacuation of injured persons.

(2) Orient ambulance crews as to best routes to reach each general area shown on grid map section.

(3) Conduct periodic first aid/triage training of all medical corps personnel who may be assigned crash rescue duties.

(4) Request the Emergency Medical OIC to obtain ambulance emergency medical services (EMS) or medical assistance when deemed necessary because of the nature of the crash or the location of the scene.

(5) Provide emergency medical treatment and supervise the removal and transportation of injured persons.

(6) Provide backup and support for the medical annex at Camp Bullis when incidents occur there, as deemed appropriate by the Emergency Medicine OIC.

f. The Military Police will:

(1) Dispatch Military Police patrol(s) to the reported accident scene to provide traffic and crowd control until released by the security force provided by Headquarters Command.

(2) Initiate and/or assist crash rescue crews in securing the aircraft and moving personnel from the wreckage.

(3) Provide radio communications to summon additional help or to guide ground parties to the scene.

## APPENDIX B

## CAMP BULLIS AIRCRAFT PRE-ACCIDENT PLAN

1. CAMP BULLIS PRIMARY ALERT SYSTEM. This system will be used immediately upon notification of an actual, simulated or probable aircraft accident to alert the crash rescue and medical evacuation crews. This system consists of a combination of radio and telephone communications between the agencies listed below. Initial notification would likely be made by radio contact with Camp Bullis operations on Frequency Modulation (FM). The alarm system will be activated by telephone from Camp Bullis Operations.

- a. Camp Bullis Fire Station, 221-7627/7514.
- b. Camp Bullis First Aid Station, 221-7696/7525.
- c. Helicopter Air Ambulance Crew, 221-3026/5160.
- d. Camp Bullis Military Police, 221-7557.

2. DUTIES AND RESPONSIBILITIES.

- a. The Camp Bullis Operations will:

- (1) Initiate the Camp Bullis Primary Alert System
- (2) Direct or escort additional rescue equipment or ambulance movement arriving from Fort Sam Houston to crash site
- (3) Act as a communications link between the crash site and Fort Sam Houston.
- (4) Shut down all ranges until cleared by the Camp Bullis Operations Officer.

- b. The Camp Bullis Fire Station will:

- (1) Activate and dispatch the fire unit, IAW with the DPW Emergency Operations Plan (DPW-EOP), to the reported accident scene when the accident is on-post.
- (2) Notify the FSH Fire Dispatch, 221-2727. Caller should specify: "This is an aircraft emergency situation (exercise), activate the Alternate Engineer Emergency Management Center (AEEMC) IAW the DPW-EOP."
- (3) As required, notify the FSH EOC, DPTMSEC, 221-1028/1819, of a requirement to activate the Brush Fire Detail

Caller should specify: "This is the Camp Bullis Fire Station, request activation of a Brush Fire Detail as identified in the DPW-EOP to support an aircraft emergency situation (exercise)," and provide the location where the detail will report to.

c. The Fire Unit will:

Determine fire fighting support requirements.

Assume fire fighting and the rescue of personnel, as required

(3) Supervise the accident area until the fire is extinguished or until the area is safe for entry by authorized personnel.

(4) Release control of the accident area to the Senior Officer of the aircraft Accident Investigation Board or other persons of authority.

(5) Advise the Chief, Aviation Division, DPTMSEC, when dangerous or hazardous cargo warrants the presence of a specialist, such as an Ordnance, Medical Officer or Hazardous/Toxic Material Specialist.

(6) Liaison with civilian or other military fire fighting forces, as required.

d. The Fort Sam Houston Fire Dispatch will:

(1) As required, assume dispatch function for the Camp Bullis Fire Station.

(2) Notify the appropriate city and/or county fire departments when the reported accident scene is off-post. Caller should provide all available crash data (as outlined in figures 1 and/or 2) to the responding fire department.

(3) Designate and dispatch a fire coordinator, IAW the DPW-EOP, for liaison with city/county fire departments at an off-post accident scene, when required.

(4) During normal duty hours, notify the DPW Service Desk/Engineer Emergency Management Center (EEMC), 221-3144. Caller should specify: "This is an aircraft emergency situation (exercise), activate the EEMC IAW the DPW-EOP."

(5) During non-duty hours, serve as the Alternate Engineer Emergency Center (AEEMC) IAW Alternate Engineer Emergency Management Center (AEEMC) and, as appropriate to the situation:

FSH Reg

- (a) Recall personnel for activation of the AEEMC
- (b) Recall personnel for staffing of the Engineer Team.
- (c) Continue to serve as the AEEMC until relieved by the activation of the EEMC.

(6) As required, obtain additional fire fighting forces to augment the fire unit at an on-post accident scene when additional forces are necessary to control the fire or gain entry to the aircraft to rescue personnel.

(7) As required, obtain additional fire fighting forces from other fire departments under the provisions of existing mutual support agreements or OPLAN-JAMR.

(8) Determine the off-post fire department nearest each grid map area and post telephone numbers on the crash grid map.

(9) As required, notify the FSH EOC, DPTMSEC, 221-1028/1819, of a requirement to activate the Brush Fire Detail. Caller should specify: "This is the Fort Sam Houston Fire Central, request activation of a Brush Fire Detail as identified in the DPW-EOP to support an aircraft emergency situation (exercise)," and provide a location for the detail to report to.

e. The Camp Bullis Medical Annex will:

(1) Prepare to convoy with the Camp Bullis fire trucks to the crash site.

(2) Provide emergency first aid/medical treatment to injured personnel.

(3) Alert BAMC Emergency room of possible inbound patients.

(4) Coordinate medical aid and/or transportation of injured persons to BAMC.

f. The Helicopter Air Ambulance will:

(1) Dispatch a helicopter air ambulance to the crash site coordinates or the otherwise described location.

(2) Alert the Fort Sam Houston Aviation Division and the Fort Sam Houston Aviation Safety Officer of any search and rescue operation or aircraft accident that occurs.

FSH Reg 95-2

(3) Monitor requests from the crash area for special or additional assistance or equipment needed.

(4) Provide transportation for medical personnel, search crews and medical supplies as directed by the Flight Surgeon.

APPENDIX C

FORT SAM HOUSTON/CAMP BULLIS SECONDARY CRASH ALARM SYSTEM

1. SECONDARY CRASH ALARM SYSTEM.

a. This Secondary Crash Alarm system will be operated through the regular telephone system. The alarm will be initiated by the Aviation Division Operations and followed up until contact has been made with the Fort Sam Houston Aviation Officer and Aviation Safety Officer who will relieve them and assume responsibility for pursuing the assistance of the Aircraft Accident Investigation Board.

b. Participants in the secondary crash alarm system will accept the alert call and stand by for requests for assistance as required.

2. DUTIES AND RESPONSIBILITIES.

a. The Flight Surgeon will:

(1) Serve as the Flight Medical Officer on the Aircraft Accident Investigation board, assisting in the determination of causes of the accident or injuries and the selection of accident prevention measures.

(2) Assist in the medical training of personnel involved with crash rescue operations.

(3) Ensure samples of blood, urine, and other body fluids are taken IAW paragraph 4-4a (7), AR 385-40.

(4) Questions concerning fluid samples may be directed to the Armed Forces Institute of Pathology (AFIP), DSN 291-3232, commercial (202) 576-3232.

b. The Fort Sam Houston Provost Marshal will:

(1) Train Military Police personnel on specific duties to be performed at aircraft accident sites, including control of spectators, use of crash passes and the safeguarding of government property, until released by the area security force provided by USAG.

(2) Provide directions or escorts, if appropriate, for movement of personnel or equipment to the scene.

FSH Reg 95-2

(3) Provide radio communications from the crash scene with patrol car systems, when needed.

(4) Ensure that all Military Police patrols know the best routes to all general areas within the area of the grid map sections.

(5) Determine off-post police agencies nearest each grid map area and post telephone numbers and radio control data on the grid map.

c. Aircraft Maintenance Officer. Fort Sam Houston no longer has organic aircraft nor an assigned individual with the knowledge and responsibilities of this position. Therefore, this person must be from the home installation of the aircraft involved in the accident. Items listed below are provided as general guidance.

(1) Dispatch qualified personnel to assist the Aircraft Accident Investigation Board at the crash site.

(2) Assist in recovering and identifying wreckage and determining operating condition of various parts.

(3) Assist the Accident Investigation Board in reconstructing the aircraft from parts of the wreckage.

(4) Provide maintenance history of the wrecked aircraft.

(5) Maintain current publications of aircraft assigned to the installation.

(6) Determine requirements and arrange for equipment necessary to evacuate wreckage.

(7) Provide the Aircraft Accident Investigation Board with an estimated cost of damage (ECOD) (TB 43-0002-3) to assist in determining accident classification.

d. Aviation Safety Officer (from home installation of the aircraft involved in the accident) will be guided by the installation's Pre-Accident Plan.

e. The Fort Sam Houston Directorate of Logistics will:

(1) The Transportation Division will provide motor vehicles necessary to transport authorized personnel to and from the crash site.

(2) The Maintenance Division will provide cranes and vehicles to lift and transport the aircraft from the crash scene to the maintenance or disposal area.

f. The Directorate of Plans, Training, Mobilization and Security will:

(1) The photo facility (TASC) will dispatch photographers to the assembly point to report directly to the President of the Aircraft Accident Investigation Board or the Aviation Safety Officer and to photograph the accident scene, wreckage and aircraft parts, as required.

(2) The Plans and Operations Division will provide interface coordination with the Command Group and Directorates to expedite responses to requests for assistance from members of the Aircraft Accident Investigation Board.

g. The Fort Sam Houston Public Affairs Officer will:

(1) Dispatch PAO representative(s) to the assembly point to proceed to the crash scene and designate another representative to remain at the Public Affairs Office as the central point of contact for releasing information.

(2) On-site PAO will assist news media at the crash scene to obtain information that is properly releasable to the public and will provide as much information as possible to the PAO central point of contact.

(3) Central point of contact will coordinate with duty officer and Casualty Branch to determine when next of kin notification has taken place, and obtain patient status from BAMC or civilian hospitals for any injured personnel. The information will be relayed to PAO at the site to ensure accuracy and consistency of reports.

(4) On-site PAO will also assist investigators in identifying witnesses and soliciting the return of any wreckage pieces which may have been removed without authorization.

h. The DPCA, Adjutant, will:

Apprise commander of accident details.

Alert Chaplain, as necessary

Appoint claims officer when necessary.

Prepare and transmit casualty reports, as necessary.

(5) Provide Casualty Assistance Officer or Survivor Assistance Officer as necessary.

Alert HQs DA Memorial and Casualty Affairs.

i. The Directorate of Public Works will:

(1) Establish a point of contact in the Installation Planning Branch (IPB) for coordination of planning for engineer support in the event of an aircraft accident.

(2) Establish an Individual Job Order (IJO) for providing emergency engineer services at Fort Sam Houston, Camp Bullis, or Canyon Lake Recreation Center, as needed.

(3) Activate and operate the DPW Engineer Emergency Management Center in accordance with the DPW Emergency Operations Plan.

(4) Activate, dispatch, and provide the DPW Engineer Team IAW the DPW EOP, as required, to support aircraft emergency situations or exercises. As a minimum, the engineer team shall, as required, include the following elements:

(a) A Team Chief to command the engineer team and to perform other duties as specified in the DPW EOP. The fire coordinator of the fire unit will normally serve as the team chief.

(b) A Fire Unit to provide fire protection and rescue support.

(c) A Damage Assessment Unit to provide the capability to diagram the wreckage pattern and accident scene.

(d) A Decontamination Unit to provide gross decontamination of areas and wreckage to reduce or eliminate toxic or hazardous contamination to levels permissible for continuation of rescue and/or wreckage recovery operations.

(e) A Rescue and Wrecking Unit to provide portable emergency lighting within capability and other engineer functions related to aircraft accident investigations.

(f) A Utility Unit to provide portable power and utility system support functions related to aircraft accidents.

(g) An Equipment Unit to clear land, move earth, lift wreckage, or perform other engineer equipment support functions as required by the Aircraft Accident Investigation Board.

j. The Aircraft Accident Investigation Board (from home installation of aircraft involved in accident) will be guided by their installation's Pre-Accident Plan. Fort Sam Houston Aviation Division will notify the home installation that one of its aircraft has been involved in an accident and request that its Aircraft Accident Investigation Board be notified.

k. The Kelly AFB Weather Station:

(1) Kelly AFB Weather Office will be notified of the aircraft accident by the Aviation Division.

(2) Request a local weather observation be made and recorded. A copy will requested for inclusion in the accident report.

l. Commander, Headquarters Command.

(1) The Commander or his command representative will be notified of the aircraft accident by the Aviation Division Chief.

(2) Provide security force for the site as requested

(a) Mission of this force is to maintain the integrity of the accident site by preventing the unauthorized removal of debris and keeping unauthorized personnel from the site.

(b) A means of communication will be required to maintain contact between the accident site and the Aviation Division or EOC.

(c) A security force will remain on site until such time as released by the president of the Aircraft Accident Investigation Board.

(3) Coordinate with the Aviation Division concerning the location of the site, the area covered by aircraft debris and the number of personnel to be used as the security force.

The proponent of this regulation is the Directorate of Plans, Training, Mobilization and Security. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander, U.S. Army Garrison, Fort Sam Houston, ATTN: AFZG-PTM-AV, Fort Sam Houston, TX 78234-5002.

FOR THE COMMANDER:



OFFICIAL:  
MICHAEL F. MERRILL  
Director of Information  
Management

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