

DEPARTMENT OF PUBLIC SAFETY OPERATING PROCEDURES MANUAL		
CHAPTER 215	MAJOR AIRCRAFT ACCIDENT PLAN	
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## 215.100 INTRODUCTION

This chapter describes the responsibilities of the agencies and personnel involved in the response to a major aircraft accident occurring in DPS jurisdiction. It also provides guidelines and suggestions for organization of the response, care and treatment of injured persons, safeguarding the scene, handling of deceased persons, and handling of personal effects of those involved.

## 215.300 AGENCY RESPONSIBILITIES

**A. *National Transportation Safety Board (NTSB).*** The NTSB Bureau of Aviation Safety is responsible for the investigation of civil aircraft accidents. They have specialist trained in the reconstruction of aircraft and the determination of crash causes.

NTSB will not assume responsibility for treatment or transportation of injured, removal of deceased victims, or the recovery and safeguarding of personal effects. These tasks are the responsibility of the civil agencies having jurisdiction over the crash site.

The NTSB may request assistance in the investigation of a crash through the Detachment Commander.

**B. *Department of Public Safety.*** The Department of Public Safety's primary responsibilities are related to aiding the injured, crowd control, safeguarding property and personal effects, preserving the scene for NTSB investigators, and recovery and identification of deceased victims.

In the event DPS determines the necessity of a criminal investigation, the investigation will be conducted by the Alaska Bureau of Investigation (ABI). The DPS criminal investigation may run concurrently with the NTSB investigation.

**C. *Federal Bureau of Investigation (FBI).*** The FBI can assist with the identification of victims at crash scenes where there is a large loss of life.

## CHAPTER 215 MAJOR AIRCRAFT ACCIDENT PLAN

### 215.310 PRE-DISASTER PREPARATION

The Detachment Commander and the senior officer assigned to each post are expected to become familiar with the DOT Disaster Plans for airports within their jurisdiction. In areas where a municipal police agency has jurisdiction over airport property the nature of DPS assistance should be worked out ahead of time.

All Detachments and Posts shall develop and maintain an aircraft crash Pre-Plan. All Detachment aircraft crash Pre-Plans shall be kept at the affected posts and at the office of the Statewide SAR Coordinator. Detachment SAR Coordinators are responsible for maintaining up-to-date information in Pre-Plans established for their area. If practical, this pre-plan should contain the following information:

1. Purpose and Objectives	13. Clues
2. Priority of Missions	14. Communications
3. Notification Procedures	15. Briefing / Debriefing Procedures
4. Relative Urgency Guidelines	16. Medical Considerations
5. Investigative Procedures	17. Fatalities
6. Strategy	18. Rescue / Evacuation Procedures
7. Tactics	19. Mission Suspension / De-escalation Procedures
8. Priorities for Resource Allocation	20. Documentation / Report Requirements
9. Emergent Authorities & Responsibilities	21. Critique Procedures
10. Call-out Procedures	22. Special Problems
11. Functional Organization (ICS)	23. Appendices
12. Base Camp Considerations	

### 215.320 USE OF INCIDENT COMMAND SYSTEM

The Incident Command System (ICS) should be used for the management of major aircraft accidents. In the early stages of a crash response, some functions may be omitted and several of these functions may be combined under one position. If the mission becomes more complex, the need to designate specific functions for personnel becomes necessary. The more complex the mission, the greater the need is for highly trained individuals in these positions.

### 215.330 RESPONSE TO CRASH

**A. Aid to injured persons.** Rescue of injured persons is the highest priority at the crash scene. If it is necessary to alter the scene by damaging or disassembling the aircraft in the

course of rescuing injured persons, note (and photos if possible) are to be taken of the condition of the aircraft before it was disturbed.

**B. *Provide scene security.*** Appropriate steps shall be taken to keep unauthorized persons out of the crash scene. It may be advisable to establish a checkpoint through which all persons entering the scene must pass. Assistance in providing perimeter security may be available from the military or the National Guard.

Efforts shall be made to minimize the disturbance of the scene. The position and condition of wreckage can provide important clues to the cause of the accident.

**C. *Recovery of deceased persons.*** In general, bodies shall not be removed until permission to do so has been received from the State Medical Examiner (SME) in coordination with the NTSB investigators. Prior to moving remains, their position and condition shall be thoroughly documented by diagramming and photographing the scene. Remains must be numbered starting from those farthest from the aircraft. The remains must be clearly labeled with the identifying number. If remains are in a seat, note shall be taken of any seat number. Personal identification shall remain with the remains when they are shipped to the morgue.

**D. *Recovery of personal effects and property.*** Personal effects and property shall be removed from the scene and transported to the temporary morgue. Personal effects shall be handled as little as possible as fingerprints recovered from such items may be used to identify victims.

The victim identification number must be clearly visible on the outside of body bags or other containers holding remains.

**E. *Identification of victims.*** Copies of the airline manifest must be obtained as soon as possible. This list may be checked against APSIN and AAFIS records for fingerprint cards or other leads to identification. As remains are identified they must be clearly labeled. The FBI Disaster Team is available to assist in the identification of mass casualties.

**F. *Remote crash site.*** In the event that a crash occurs off the highway system transportation of responders to the scene, support for persons at the scene, and transportation of remains and property back from the scene become especially complex. In the event that officers must respond to a remote area they must be equipped with clothing and equipment appropriate to the location and season.