

MOD Aircraft Crash Hazards Document Set (ACHaz)

Jan 2012 edition

Next edition due Jul 2012

(Supersedes all previous editions – please destroy all previous electronic and printed copies)

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Notes to Users

Disclaimer:

The Ministry of Defence (MOD) is subject to both United Kingdom and European laws regarding Health and Safety at Work. Users of this document are reminded the information contained in this document does not remove the responsibility of any duty holder of their requirement to comply fully with health and safety legislation and MOD policy, as laid down in [JSP375](#) which is the first point of reference.

WARNING - this publication is not a maintenance document

Adobe reader – enabling the navigation buttons

To assist with swift navigation of this document, it may be necessary for some users to enable the “Previous Page / Next Page” navigation buttons on your Adobe reader toolbar. Click on Tools and from the dropdown menu select Customize Toolbars... Scroll down the list and enable the “Previous Page” “Next Page” “Previous View” and “Next View” boxes.

Document purpose

This document has been created to enable first responders make informed decisions when performing rescue or incident management activities that are critical to life. Importantly, it has been designed to be an immediate source of vital information: it can assist with hazard and risk management following a military aircraft crash or major incident. The incident may have occurred on or off MOD property. The document may also be used by salvage and recovery teams to identify hazards but **ACHaz is not a maintenance document**.

Crashed aircraft present significant hazards and it is recognised that first responders may not be familiar with aircraft and the potential hazards they are likely to pose. First responder emergency services include: MOD specialists and assigned MOD personnel, civil fire & rescue, police, paramedics, airport fire & rescue, HM coastguard, mountain rescue teams, rescue and disaster coordination centres etc.

A hazardous substance or article may be defined as any liquid, solid or gas that poses a risk to the health of the individuals exposed to that substance. Hazardous items may include fuels, oils, compressed gases, metals and composite materials through to explosive operated assisted escape systems (AES), munitions and external stores, etc. When available or where appropriate, information on making certain systems safe has been included.

Every effort has been made to include good data and it is not possible to plan for every eventuality: individual incidents pose their own unique problems. However, users discovering errors and / or omissions are requested to contact the Dangerous Engineering Substances Advisory Team ([DESAT](#)) without delay.

AL3 (Jul 2011)

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Effective Pages

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Amendment Procedure

This document relies on information found in existing publications, data supplied by Integrated Project Teams, manufacturers and equipment users. Ideally, amendments to rectify anomalies, inaccuracies or missing data should be submitted on a F765 Unsatisfactory Feature Report and forward to the DESAT at the [RAF Centre of Aviation Medicine](#) (RAF CAM). However, we also welcome telephone and email enquiries. ACHaz is constantly being updated with new editions being issued in January and July.

Distribution

This document is freely available to copy or print. However, users should be wary of making uncontrolled and un-amendable electronic or paper copies, which should be removed from circulation once their purpose for creation has been satisfied.

A current version of this document is available on CD by contacting the Military Aviation Authority (MAA). Future developments will include an on-line version which may be accessed through the MAA or RAF CAM websites.

Contact us

Comments, suggestions and proposed amendments should, in the first instance, be directed to:



Dangerous Engineering Substance Advisory Team
Occupational & Environmental Medicine Wing
RAF Centre of Aviation Medicine
RAF Henlow
Bedfordshire
SG16 6DN



Email:

FS DESAT: lewinsj601@henlow.raf.mod.uk
CT DESAT: naldera435@henlow.raf.mod.uk

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Civ: 01462 851515 Ext: 7660
Mil: 95381 Ext 7660

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ACHaz Platform List

Fast Jet	Large Aircraft (over 5700kg)	Rotary	Small Aircraft (sub 5700kg)	No longer in operational service/Ground use training
Alpha Jet Hawk T Mk1 Hawk T Mk1A Hawk T Mk1W Hawk T Mk2 Hunter Mk 58 Hunter T7/T8 JAS Gripen Joint Strike Fighter Tornado F3 Tornado GR Mk4 Tornado GR Mk4A Typhoon F2	Andover Astor Sentinel R1 Avro Lancaster B1 BAC 111 BAe 125-700 BAe 146 Beechcraft Avenger BN Defender Boeing C17A Boeing E3D Sentry Mk1 Dakota C47 Hercules C130J Hercules C130K Islander BN2T CC Mk2 K30 (A330) Tanker King Air 350 Shadow R1 King Air B200 Tristar C1/C2/K1 VC10 C1K/K3/K4	Agusta 109E Alouette Apache AH Mk1 Bell 212 Chinook HC Mk2 Chinook HC Mk2A Dauphin (N3) AH Mk1 EC155 Gazelle AH Mk1 Griffin HT Mk1 Lynx AH Mk7 Lynx AH Mk9 Lynx HMA Mk8 Merlin HC Mk3 Merlin HM Mk1 Puma HC Mk1 Scout AH Mk1 Sea King ASAC Mk7 Sea King HAR Mk3 Sea King HC Mk4 Sea King HU Mk5 Sioux AH Mk1 Squirrel HT Mk1 Wildcat	Auster AOP Mk9 Beagle Bassett Beaver AL Mk1 Chipmunk T Mk10 Grob 109 Grob G-115E Tutor Hurricane Mk2 MQ-9 Reaper (UAV) Sea Fury Sea Hawk Spitfire Mk2 Swordfish Tucano T Mk1 Watchkeeper (UAV)	DA42 Twin Star Dominie T Mk1 (HS 125-100) Harrier GR3 (ground trg aid) Harrier GR7 Harrier GR9 Harrier T Mk10 Harrier T Mk12 Jaguar (ground trg aid) Jet Provost (ground trg aid) Jetstream T Mk2 Jetstream T Mk3 Nimrod MR Mk2 Nimrod R Mk1 T67M Firefly

Expert Help 24/7 (phone a friend)

The **UK Air Accidents Investigation Branch (AAIB)** is part of the Department for Transport and is responsible for the investigation of civil aircraft accidents and serious incidents within the UK. Further details can be found at the [AAIB website](#).

AAIB 24 hour Accident Reporting line: 01252 512299

AAIB general enquiries: 01252 510300

AAIB press enquiries: 020 7944 3387

The **Defence Crisis Management Centre (DCMC)** Deputy Chief of the Defence Staff Duty Officer (DCDSDO) becomes the recipient of initial aircraft accident reporting and is on call 24 / 7.

The DCDSDO will initiate MOD's immediate response to an aircraft accident, alerting key units and officials by telephone. Units and officials that have non-immediate actions will be informed by e-mail.

The DCDSDO can be contacted on: 9621-88938 or 0207 218 8938.

An **RAF Centre of Aviation Medicine Environmental Health Officer** and an Environmental Health Technician are on-call 24 / 7 for response to aircraft crashes. The EHO and EHT attend accidents and provide Post-Crash Management advice. They also advise the Nuclear Accident Response Group.

The Duty Environmental Health Officer can be contacted on 07730 766701

The Duty Environmental Health Technician can be contacted on 07730 776706

Reporting an accident

All reportable accidents are required to be notified to the Department for Transport (AAIB) by the quickest means possible. Persons first on scene should not assume that someone else has already called the blue light services and reported the accident to the AAIB.

NB. Procedures for MoD Aircraft Accident Alerting and Post Crash Management Initiation apply to all aircraft on the UK military register including aircraft of the BBMF, the RN and Army Historic Flights. Details can be found in of JSP 551, Vol 2, Section 100. JSP 551 is authoritative source document for Post Crash Management Procedures.

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Future Developments

This document is constantly under review.

ACHaz (Jan 2010) was the initial issue and attempted to cover the bulk of the large, fast and rotary aircraft. Later issues will continue to add to the database and will ultimately include all aircraft UK military register, including the historic aircraft.

Future developments are expected to include:

- Unmanned Aerial Vehicles;
- MOD leased or chartered civil aircraft;
- NATO aircraft;
- Generic entries for all civil aircraft leased by the MOD;
- Functional ground training aids (Jet Provost, Jaguar etc).

We welcome constructive comments and suggestions and proposed data entries from all quarters. We also welcome enquiries from NATO and civil users.

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Document History

Preceding this document was an Aircraft Hazard Database produced by the Aircraft Recovery and Transportation Flight (ARTF) at RAF St Athan. The ARTF (later to become the Joint Aircraft Recovery & Transport Squadron (JARTS) database has since been superseded by the ACHaz document set, which went “live” on 4 Jan 2010. Users are advised to dispose of their ARTF database.

Jan 2010 edition comprises initial entries for the following aircraft:

Fast Jet	Large Aircraft (over 5700kg)	Rotary	Small Aircraft (sub 5700kg)
Harrier GR7 Harrier GR9 Harrier T10 / T12 Hawk TMk I Hawk TMk IA Hawk TMK1W Tornado F3 Tornado GR Mk4 Tornado GR Mk4A	Dominie T Mk 1 (HS 125-100) Islander BN2T CC Mk2 Hercules C130J Hercules C130K Nimrod MR Mk2 Nimrod R Mk1 Sentry Tristar C1/C2/K1 VC10 C1K/K3/K4	Chinook HCMk2 Chinook Mk2A Sea King HAR Mk3 Sea King HC Mk4 Sea King HU Mk5 Puma HC Mk1 Merlin HM Mk 1 Merlin HC Mk 3 Lynx AH Mk9	Grob G-115E Tutor Tucano T Mk1 Auster AOP Mk9

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Jul 2010 edition comprises initial entries for the following aircraft:

Fast Jet	Large Aircraft (over 5700kg)	Rotary	Small Aircraft (sub 5700kg)
Typhoon F2	Boeing C17A Boeing E3D Sentry Mk1	AS-365-N3 Dauphin AH Mk1 Gazelle AH Mk1 Griffin HT Mk1 Lynx AH Mk7 Lynx HMA Mk8 Scout AH Mk1 Sioux AH Mk1	Beaver AL Mk1 Chipmunk T Mk10

Jul 2010 edition includes amendments and updates to the following entries

Fast Jet	Large Aircraft (over 5700kg)	Rotary	Small Aircraft (sub 5700kg)
Tornado F3 Tornado GR4 Hawk TMk I Hawk TMk IA Hawk TMK1W	C130J C130K	Merlin HM Mk 1 Merlin HC Mk 3 Lynx AH Mk9	

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Jan 2011 edition comprises initial entries for the following aircraft:

Fast Jet	Large Aircraft (over 5700kg)	Rotary	Small Aircraft (sub 5700kg)
	Lancaster Dakota	Apache	Spitfire Mk2 Hurricane Mk2

Jan 2011 edition includes amendments and updates to the following entries

Fast Jet	Large Aircraft (over 5700kg)	Rotary	Small Aircraft (sub 5700kg)
			Tucano T Mk1 Chipmunk T Mk10 Auster AOP Mk9

Jul 2011 edition includes initial entries and amendments to the following entries

Fast Jet	Large Aircraft (over 5700kg)	Rotary	Small Aircraft (sub 5700kg)
Hunter Mk58 T7/T8 Hawk (Amendment)	Sentinal R1 E3 D Sentry (Amendment) C130 J & K (Amendment) King Air B200		

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Amendments	Additions
Boeing C17 King Air B200	King Air Shadow R1