NAVAL POSTGRADUATE SCHOOL
JOINT INTERAGENCY FIELD EXPERIMENTATION
CAMP ROBERTS, CA
October 2024

JIFX PRE-MISHAP PLAN

McMillan Airfield, Camp Roberts, CA

A. PURPOSE. The pre-mishap plan establishes procedures to assist personnel immediately following an aircraft making an unintended impact with the ground or mishap. The plan outlines actions to take including completion of required notifications and reports. This plan is not all-inclusive since every contingency cannot be anticipated. However, reference to this plan and sound judgment provide the foundation to get the process underway. This PMP applies to both commercial and government aircraft participating in JIFX. All procedures in NPSINST 3750.1 will be complied with if an NPS (government) aircraft makes an unintended impact with the ground or personnel are involved in a mishap.

B. RESPONSIBILITY. The JIFX Director is responsible for the execution of this Plan. Other members of the JIFX team have the authority to implement these procedures in the absence of the director.

C. PROCEDURES.

1. **Aircraft**. Characteristics of all aircraft will be found in the RCC Questionnaires and Risk Assessment Form DD2977 that are submitted prior to any flights. These documents will be co-located with the Air Boss during operations.
2. **Notification**. In case of an unintentional ground strike or mishap the flying element will immediately notify the Air Boss by Radio or phone. The Air Boss will initiate notification of those parties listed from a to d below. If in the unlikely event that the flying element cannot contact the Air Boss then they will initiate the notification process.

   a. JIFX Director
   - (831) 383-9859

   b. Roberts Air Information Center “Robert’s Radio”
   - (805) 238-8203
   - Handheld radio “AIR” net.

   c. Range Control
   - (805) 238-8503
   - FM 38.90 “Camp Roberts Range Control,” or Handheld radio “Range C” net

   d. Fire Department (if warranted, such as fire or injury)
   - (805) 238-8406
   - Handheld radio “Fire Dep” net.

e. Give the following information:

- Location of the accident, in UTM if possible
- Type of aircraft
- Severity of the accident, i.e., total loss, fire, etc., if known.
- Extent of injuries, if known

NOTE: When reporting by phone or radio, give accurate information and do not hang up until the person you are calling says they have all the information needed.

3. Reporting. As soon as possible the Flying unit will fill out the attached "Airborne Vehicle Lost/Crash Report" (see Attachment 1). The JIFX team will provide a CAL Form 190-40, Incident Report Form, to Range Control whenever:

a. Any incident leading to damage to CA-ANG property.
b. Any incident leading to personnel injury.
c. Any time an incident or the effect of an incident extends beyond the boundaries of Camp Roberts.
d. If requested by Range Control or directed by NPS.

4. Further Notification. As soon as possible, the JIFX team will notify the NPS Aviation Safety Officer and others in the NPS Chain of Command as directed by the Director—see Emergency Assistance Contact Information.

5. Navy Reporting. Other accident reports will be prepared based on the classification of the ground impact or mishap. See the U.S. Navy Accident Classification Chart at Table 1 for guidance.

	SEVERITY CLASS		
MISHAP CATEGORY	**A**	**B**	**C**
FLIGHT MISHAP (FM) Intent for flight existed, and $20,000 or more DOD aircraft/UAV damage occurred.	Total damage cost is $1,000,000 or more and/or aircraft destroyed and/or fatal injury and/or permanent disability.	Total damage cost is $200,000 but less than $1,000,000 and/or permanent partial disability and/or hospitalization of three or more personnel.	Total damage cost is $20,000 but less than $200,000 and/or five lost workdays injury.
FLIGHT-RELATED MISHAP (FRM) Intent for flight existed with less than $20,000 DOD aircraft or UAV damage.	Total damage cost $1,000,000 or more and/or fatal injury and/or permanent disability.	Total damage cost is $200,000 but less than $1,000,000 and/or permanent partial disability and/or hospitalization of three or more personnel.	Total damage cost is $20,000 but less than $200,000 and/or five lost workdays injury.
AVIATION GROUND MISHAP (AGM) No intent for flight existed	Total damage cost of $1,000,000 or more and/or aircraft destroyed and/or fatal injury and/or permanent total disability.	Total damage cost is $200,000 but less than $1,000,000 and/or permanent partial disability and/or hospitalization of three or more personnel.	Total damage cost is $20,000 but less than $200,000 and/or five lost workdays injury.

6. **Additional Reporting**. Be advised that Camp Roberts Range Control may also request DA Form 2397 be submitted.

7. **Recovery Response Plan**.

   a. Prior to any UAV flights from McMillan Airfield a Risk Assessment and RCC Questionnaire are completed by the flying organization and approved by NPS. Due to the large variance of UAVs flown from McMillan Airfield an assessment will be made by JIFX to determine the Response level and requirements to pre-position response resources. The following is basic guidance:

   - Minimum Risk Recovery Team: (Group ½ Type UAS)
     - Unit Rapid Response Members identified
     - Fire Extinguisher at GCS
     - In the event of a crash the Mission Commander will notify the Air Boss with the last known location of the UAV. JIFX will help find and recover the UAV. Note: Group ½ Type UAVs often use Lithium batteries and can cause a fire hazard. JIFX has lithium bags and gloves available in 3ldg.. #1. In case of fire, or if fire danger is high, notify the Camp Roberts Fire Department.
   - Medium Risk Recovery Team: (Group ¾ Type UAS)
     - Unit Rapid Response SME identified
     - Fire Extinguisher at GCS
     - NPS Rapid Response Vehicle Pre-Positioned with appropriate response equipment which may include:
       (a) Firefighting trailer
       (b) Fire Extinguisher
       (c) Crash Kit
       (d) GPS locator System
       (e) Radios
       (f) Map
       (g) Spill Kit
       (h) Shovels
       (i) Gloves

(j) Boundary Tape

- A Rapid Response Team (RRT) will be identified for the purpose of providing immediate response to the unintended impact or loss of a Group 3 or 4 UAS. The Air Boss and JIFX Safety Officer will determine if the RRT will be located near the GCS during flight activities.

- In the event of a crash, the Air Boss will notify the RRT with the last known location of the UAV. The rapid response SME will lead the RRT to the crash site. The Air Boss will notify Range Control.

- The RRT will assume control of the crash site until they are relieved by the JIFX Director. The RRT will communicate with, orient, and support the efforts of other agencies responding to the ground impact or mishap, including, emergency services, if necessary.

- The flying element (commercial or government) will be responsible for containment and mitigation of any spilled hazardous materials (see Onboard HAZMAT Inventory listed on the flying element's RCC). The flying element will inform the RRT and any other responders of onboard HAZMAT and direct them to take appropriate precautions when approaching the accident site.

- High Risk Recovery Team

  - High Risk UAVs will not be flown without direct approval from the Camp Roberts Commander and Air Operations Officer.

  - All of the above plus perhaps:

    (a) A Fire Fighting Team will be on standby or, as needed, take position at McMillan Airfield.

    (b) Fly over terrain cleared of all personnel.

8. Evidence. Collect and physically secure the following records for mishap investigation, if applicable:

a. Aircraft maintenance records and logbooks.
b. Records (training/qualification/currency/medical) for all crewmembers, non-crewmembers, and ground personnel involved in the mishap.
c. AGE equipment maintenance records (if a factor in Ground Mishaps).
d. Weather forecast briefed to flight crew.
e. All completed forms and reports as per NPS Instructions.

9. Communication. Coordinate with the NPS Aviation Safety Officer on all reporting and investigations in accordance with NPS' Procedures.

10. Inquiries. Direct all questions from the Press to the JIFX Director or NPS Public Affairs Office.

D. CONTACT INFORMATION FOR KEY PERSONNEL

Experiment Director	Dr. Michael Richardson	(831) 383-9859	Cell
Operations Manager	Ashley Hobson	(831) 402-9333	Cell
Air Manager	Aurelio Monárrez	(951) 522-8330	Cell
NPS Aviation Safety Officer	LCDR Claire Modica	(831) 656-7675	
Aviation Activities Operations Officer	CDR Carl Liptak	(831) 656-3385	Office
NPS Public Affairs	LCDR Edward Early	(831) 656-3567	Office
Camp Roberts Range Control		(805)238-8503	Office
Camp Roberts Fire Dept		(805) 238-8406	Office
Hospital (Twin Cities)	Emergency Room	(805) 434-3400	Office
FAA, San Jose FSDO		(408) 795-4000	Office
FAA, Oakland FSDO (Off-Base Crash)		(510) 748-9559	Office

ATTACHMENT 1: AIRBORNE VEHICLE LOST/CRASH REPORT

Lost UAS: Provide last position, altitude and direction of flight.

UAS Crash: Provide known position of crash or best estimate.

Each unit should have requirements for reporting lost or crashed UASs. To ensure that JIFX has required information needed to answer Range Control questions, obtain the below information from the UAS Mission Commander and/or Flight Crew:

1. Type UAS: _____

2. Owning Unit: _____

3. Date of loss _____(DD/MO/YR) Time_____(Local/Zulu)

4. Site/location of incident:_____

5. Flight Log information:
Pilot: _____
Mission Controller:_____
Unit:_____
Channel:_____ GPS Keyed:____Y____N____
Launch Time:_____
Duration of Flight::_____
Weather: _____
Temperature:_____
Wind Speed:_____
Wind Direction:_____
Lighting: Night _____ Dawn ____Day ___ Dusk____
Camera Type: ____Day ____F/L Night ____S/L Night

6. Other Factors:
Moonlight/illumination: _____
Precipitation:_____
Clouds:_____
(Other):_____

7. Circumstances:
a. Origin/launch site:_____
b. Mission:_____
c. Launch problem: _____ Landing problem: _____
d. Problem during flight:_____
e. Commanded altitude or throttle setting:_____
f. Air vehicle altitude above ground: _____Feet

g. Air vehicle heading: _____ Degrees magnetic
h. Last known UAS location:_____
i. Rally point location and altitude:_____
j. Loss of Link indications:_____
k. GPS startup problems:_____
l. Previous problems/maintenance issue that may have contributed:
_____
m. Flight recorded/taped? Y/N Location of tape_____

8. Summary of mishap and damage:

_____
_____
_____

9. Actions taken upon/after loss (search pattern used, number of searchers, duration of search, use of aircraft to assist, etc.):

_____
_____

10. Damage

a. Aircraft: _____
b. DoD property damage: _____
_____
c. Private property damage_____
_____

11. Personnel information and injuries (if any).

• Pilot (Name, Rank):_____
_____
• Mission Controller (Name, Rank):_____
_____
• Date and location of Pilot/Mission Controller completion of certified training:_____
• Witnesses: (Name, Rank, and role (i.e., RVT Data Capture, UAV Team Leader, etc.))_____
_____
_____
• Other personnel: (Name, Rank, and role (i.e., search))
_____
_____
_____