2.722 AIRCRAFT CRASH

2.722.02 Assumptions
A. The agency’s basic response and recovery responsibilities in aircraft crash incidents are established in the TU Emergency Operations Plan (EOP) 2.03 Response and Recovery Responsibilities and Matrices.
B. The university lies outside any heavily used takeoff and landing approaches for the two local airports, Baltimore / Washington International Thurgood Marshall Airport and Martin State Airport, but may experience occasional fly over’s by commercial, private, and military fixed-wing aircraft associated with those airports.
C. Public and private sector helicopters may regularly fly over and land near or on campus. St. Joseph’s Hospital has an active helipad.
D. Aviation crashes may cause many deaths, severe injuries, and major damage based on the size of the involved aircraft.
E. A Unified Command may reasonably be anticipated consisting of university, county, state, and possibly federal representatives.
F. Aircraft crashes are TU EOP Type 1 or 2 Incidents.

2.772.04 Plan
A. Police, fire, and EMS personnel will initially respond.
B. A Unified Command will be established. Assist the lead agency as required.
C. Hazardous conditions should be expected.
   1. Aviation fuel is highly flammable and explosive.
   2. Avoid smoke and fumes if possible.
   3. It may be necessary to wear issued protective equipment.
   4. Military aircraft may be carrying ordnances.
D. Inner and outer perimeters will be established. Uninvolved parties should be quickly evacuated to assembly points or evacuation centers.
E. Treat the site as a crime scene until otherwise determined.
   2. Treat and remove the injured.
   3. Ensure wreckage is not moved unless it is an immediate hazard or must be immediately processed for perishable evidence.
F. For military aircraft:
   1. Ensure 911 is notified of the aircraft’s military origin;
   2. Cover and protect any scattered documents; and
   3. Protect all debris and wreckage from being removed by unauthorized persons.