

ANNEX Y TO JTF-SFA OPORD DEEP FREEZE  
SAFETY

OPR: JTF-SFA/SE

- REFERENCES:
- (a) AFI 91-204 & PACAF Supplement, Safety Investigations and Reports
  - (b) AFMAN's 91-221, 91-223, & 91-224 Aviation, Ground & Weapons Safety Investigations and Reports
  - (c) AFI 90-901 & PACAF Supplement, Operational Risk Management
  - (d) AFPAM 90-902, ORM Guidelines & Tools
  - (e) AFI 91-202, The US Air Force Mishap Prevention Program
  - (f) AFOSH 91 and AFI 91- Series Standards
  - (g) TO 00-105E-9 Aircraft Emergency Rescue Information "Fire Protection"
  - (h) DoD/NSF MOA, 1 May 2007

1. Mission. Accomplish OPORD objectives by preventing injuries to personnel and damage to equipment. At all times commanders will ensure risks are acceptable commensurate with mission priority using sound Operational Risk Management principles to assess risks, identify hazards, and prevent mishaps.

2. General.

a. 13 AEG/CC will: Conduct and manage an internal safety program in accordance with AFI 91-202, AFI 91-204, and AFOSH standards throughout Antarctica.

b. 13 AEG Safety NCO will: Deploy to McMurdo Station and conduct periodic safety surveys of day-to-day operations in all work areas. Report discrepancies and recommended solutions to 13 AEG/CC. Document all observations/findings of daily spot inspections and maintain these hazards in a master hazard abatement log providing quarterly review until hazards are eliminated.

c. Deployed Mission Commander, 139 EAS will: Appoint additional duty flight safety officer (FSO); FSO must be a rated crewmember who has attended the Aircraft Mishap Investigation Course or Flight Safety Officer Course.

d. Subordinate unit commanders of deploying personnel will: Conduct pre-deployment safety briefings on special hazards associated with this mission.

e. Deployed aircrew/support personnel will: Immediately report all injury/damage incidents and hazards to chain of command.

### 3. Mishap response and investigation.

#### a. Safety Response Kits.

1) LC-130 Lead Wing/SE will maintain a mishap response kit for the CJTF-SFA.

a) Kit will be in place at McMurdo prior to the start of ice operations. Kit will be capable of supporting USAF -specific safety requirements and any aircraft mishap interim safety board (ISB) activities, IAW AFI 91-204.

b) As a minimum, the kit should include aircraft publications (C-130, LC-130, C-17, C-5, and other aircraft as required), AFPAM 91-223, AFI 91-202, AFPAM 91-211, AFI 91-204, safety equipment listed in AFPAM 91-211, deployment kit, laptop computer with internet connection and DMS capable and appropriate AMC and Air Force mishap forms.

c) Ensure safeguards against blood-borne pathogens and burned composite materials are included.

2) JTF-SFA Safety NCO will inventory and restock the response kit for McMurdo.

a) Ensure that publications are up to date.

b) Verify expiration dates of expendables.

b. Investigations. IAW with DoD/NSF MOA, 1 May 2007, NSF agrees to cooperate fully with the AF/ANG/AFRC in any investigation undertaken pursuant to mishap involving DoD assets and/or personnel IAW AFI 91-204. NSF has published a Disaster Preparedness Plan for McMurdo Station, Antarctica.

1) IAW AFI 91-204, as gaining MAJCOM, AMC will convene a safety investigation board (SIB) for any Class-A flight mishap involving AMC and AMC gained aircraft supporting ODF, whether occurring in the ODF AOR, or en route to and from the AOR.

2) AMC, or appropriately designated NAF for Class-B and below mishaps, will retain convening authority for all AMC owned C-17 mishaps regardless of class.

3) IAW the provisions of AFI 91-204, NGB/CF will convene and provide a SIB, as required, for mishaps involving ANG LC-130, C-5, or C-17 aircraft that fall below Class-A.

c. NSF-owned resources. In the event of any Class A or B mishaps involving NSF-owned and ANG operated or USAF aircraft operating in direct support of polar programs and covered by the MOA, the CJTF will direct McMurdo Station to respond to and preserve vital evidence until the arrival of the Interim Safety Board (ISB). The CJTF, in coordination with HQ PACAF/SE, will ensure a Board President trained individual is available to initiate ISB duties. 13 AEG/CC will form the ISB IAW AFMAN 91-221 (*Weapons Safety Investigations and Reports*), and AFMAN 91-223 (*Aviation Safety Investigations and Reports*), and AFI 91-224 (*Ground Safety Investigations and Reports*), until arrival of the formal SIB. 13 AEG/CC will ensure appropriate mishap messages are generated by qualified safety personnel IAW AFI 91-204 and released according to established time frames.

d. A SIB, along with appropriate mishap support functions, will be provided by HQ USAF, AMC, PACAF and/or ANG agencies in accordance with applicable safety directives.

e. Recovery operations will be addressed jointly by DoD/USTC/NSF.

4. Mishap Reporting. CJTF-SFA and deployed Mission Support Team will be notified of all mishaps involving USAF personnel injury or equipment damage, or NSF owned equipment damage when JTF-SFA personnel are involved, regardless of severity. Reporting requirements (IAW AFI 91-204) will be conducted through tasked wing/SE and HHQ safety channels. Notification of all reportable mishaps will also be made to 13AF/SE via email for operational tracking purposes.

#### 5. High Interest Safety Items.

a. McMurdo Station flight/aircraft operations.

1) Adverse/changing polar weather conditions, its impact on flight safety, and human exposure thereto.

2) Icing/ice FOD to aircraft engines/structures/systems.

3) Aircraft loading/unloading operations.

4) Aircraft refueling operations, concurrent refueling operations, and radar operation while in the vicinity of the re-fueling pit or refueling operations.

- b. Human fatigue in all operations and maintenance, particularly vehicle, aircraft, and ship operations, given factors such as 24 hour daylight, shift in Circadian rhythms, poor sleep quality, long work shifts, and human errors resulting there from.
- c. Seat belt use.
- d. Vehicle operations (and laws) on the airport and local roadways.
- e. Vehicle operations in/around aircraft.
- f. Compliance with AFI 91-series, OSHA and AFOSH standards.
- g. Aircraft servicing operations by foreign personnel.
- h. Fire prevention and any significant differences in foreign fire prevention/equipment response standards.
- i. Aircraft Rescue & Fire Fighting issues.
- j. Explosive storage, transportation, and handling.

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OFFICIAL:

///signed///

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