1. **ADMINISTRATION**

   a. **Incident Action Plan.** The success of the accident management operation depends upon sound planning on the tactical, strategic, and operational levels. The Incident Action Plan (IAP) is an oral or written plan containing general objectives reflecting the overall strategy for managing an accident. Development of the IAP is the responsibility of the Planning Section Chief; the plan’s execution is overseen by the Operations Section Chief. It may include the identification of operational resources and assignments. It may also include attachments that provide direction and important information for management of the accident during one or more operational periods. Planning considerations for developing the IAP can be found in reference (d). See Table 2 of the ICS Functional page for a sample IAP.

   b. **Forms.** Given the diversity of the agencies responding to a nuclear weapon accident, commonality is important to ensure that all have a consistent understanding of the accident. Reference (d), Tab 9, gives a listing of the most common types of forms used within the NIMS construct. Additionally, these forms are available electronically at http://www.fs.fed.us/fire/planning/nist/ics_forms.htm. All elements of the nuclear weapon accident response will use these forms to communicate both within the IRF/RTF structure and for up-channeling information to regional and national coordination centers.

   c. **Financial Management.** The Military Service or Defense Agency aiding or responding to a nuclear weapon accident shall fund any costs initially incurred from its own existing funds. The Military Service or Defense Agency having possession of the nuclear weapon or nuclear weapon components during the accident or incident is responsible for reimbursing, on request, the assisting or responding Federal coordinating agencies. These reimbursable costs are above and beyond the responder’s normal operating costs and must be directly related to, or caused by, operations in response to the accident or incident. DoD 4000.25-1-M (reference (aw)) should be used and, as possible, supplemented by local service contracts. Because timely financial support of response activities is crucial to achieving the operational objectives of saving lives and protecting property, expeditious means should be employed to facilitate proper financing of operations. Federal agencies must use management controls, policies, and procedures to reasonably ensure that programs achieve their intended results; resources are used consistently with agency missions; programs and resources are protected from waste, fraud, and mismanagement; laws and regulations are followed; and reliable and timely information is obtained, maintained, reported, and used for decision making.

   (1) To assist in meeting these financial goals, the Coordinating Agency should immediately request the tracking of accident management operations costs through the establishment and use of a Joint Chiefs of Staff project code. The RTF logistics staff officer should request assignment of a Joint Chiefs of Staff project code from the Joint Materiel Priorities and Allocations Board, an Agency of the Joint Chiefs of Staff, through the RTF-IC, the Joint Staff, the Military Service HQ, or the Unified Command HQ, as appropriate. Once approved, all response-related requisitions should contain the Joint Chiefs of Staff project code. For processing purposes, requisitions with a Joint Chiefs of Staff project code shall be ranked above all other
(2) Project Code Requests. The Joint Chiefs of Staff project code request includes the following information:

(a) The type of project code required (always 9 Alpha Alpha).
(b) Project name.
(c) Service monitor or coordinator.
(d) Proposed effective date.
(e) Proposed termination.
(f) Force and/or activity designator.
(g) Brief narrative background on the nature of the requirement.
(h) Where available, units and forces using the project code.


(4) A Federal On-Scene Coordinator may need to be appointed to determine the financial liability and appropriate billing of response costs by non-DoD agencies. This individual should be placed in the finance section of the Incident Command.

2. LOGISTICS. The amount of logistics support depends on the location of the accident or incident and the extent of contamination, if any. Similarly, the location and severity of the accident or incident will determine the necessity for the presence of many of the teams listed in succeeding paragraphs of this chapter. Only the IRF, RTF, EOD, DOE/NNSA RAP teams, and DHS special teams (FIRST and ERT-A, see Enclosure 2, section 2.f.(3)(b) of DoD 3150.08-M) will deploy automatically. Other teams will deploy only after a determination is made by the JNAIRT (prior to the Combatant Command assuming operational control of the accident response operation) or upon request by the IRF or RTF commander. In essence, the deployment of assets to the accident or incident scene will be a “pull” (requested) operation as opposed to a “push” (automatically deployed) operation. The Logistics Section is responsible for ensuring nuclear weapon accident or incident response operations are supportable. If an accident or incident results in extensive contamination, all phases of the accident management operation may involve up to 2,500 people and take six months or longer to complete. Specific accident or incident needs may increase or decrease the following requirements. At a minimum, billeting, messing, and sanitation services shall be provided. Logistics management during nuclear weapon accident or incident response operations is conducted primarily within the Logistics Sections of the various NIMS-based organizational elements. The logistics management function is an element of ESF#7 – Logistics Management and Resource Support. This ESF provides the staff for the
Logistics Section Chief for managing the control and accountability of Federal supplies and equipment; resource ordering; delivery of equipment, supplies, and services; resource tracking; facility location and operations; transportation coordination; and information technology systems services and other administrative services.

a. **Materiel Management.** Logistics personnel find appropriate, time-sensitive, and cost-effective ways to fill the materiel requirements developed by operations personnel. Equipment and supplies are provided from current Federal stocks, or, if necessary, from commercial sources. These materiel requirements include, but are not limited to: sufficient water, potable and non-potable, to support response force personnel; heavy equipment; petroleum, oil, and lubricants (POL); packaging and shipping materials for weapons, components, and contaminated waste and other radioactive materials; electrical power; personal protective and other specialized clothing (climate dependent); and logistical support unique to the JIC.

b. **Personal Property Management.** All Federal departments and agencies acting within the scope of the Stafford Disaster Relief and Emergency Assistance Act (reference (s)) must account for personal property in accordance with the Federal Management Regulations (reference (ay)) and existing agency property management policies.

c. **Facility Management.** Facility requirements include: messing and billeting facilities for response force personnel; equipment and personnel decontamination stations; working space or shelters for responders working in forward operations areas; sanitation facilities for response force personnel and news media; and laundry facilities for contaminated and uncontaminated clothing. All facilities and related support necessary for operations are sourced through the following ESFs when they are activated and requested to do so:

(1) **ESF#2.** Communications support emergency telecommunications and information technology services for Federal, State, local, and tribal accident or incident managers.

(2) **ESF#3.** Public Works and Engineering provides operational support for mobilization centers, staging areas, and distribution sites for all infrastructure and engineering service commodities required to support assigned Federal and direct-support missions.

(3) **ESF#7.** Logistics Management and Resource Support includes the requirements for obtaining facilities, facility setup, space management, building services, and general facility operations.

(4) **ESF#8.** Public Health and Medical Services support public health and medical services for Federal, State, local, and tribal accident or incident managers.

d. **Transportation Management.** Transportation requirements for a nuclear weapon accident or incident response operation include medical evacuation of acute casualties, rapid transport (air and ground) from the airhead or nearest military installation, air or ground delivery of supplies to remote sites, and response force personnel transportation between staging areas and the accident or incident site. Transportation of DoD forces will be in accordance with the respective Combatant Command’s guidance. DoD forces will utilize the mode of transportation that meets mission requirements (commercial, military air, or organic moves) when responding to a nuclear weapon accident or incident. Primary/Emergency Nuclear Airlift Force (P/ENAF) missions will be required for return of damaged weapons and components from OCONUS and may be
determined to be the most risk adverse method for required movements within CONUS. The respective Combatant Command will validate movements within their AOR and coordinate lift requirements with USTRANSCOM when necessary. For all other agencies, ESF#1—Transportation serves as the point of contact for requesting transportation assistance in support of agencies responding to a nuclear weapon accident or incident. This ESF determines the mode and carrier for all transportation requests.

(1) Vehicular Support. A wide variety of vehicles, both in tonnage and purpose, are required to support response operations. If operations continue more than 30 days, equipment maintenance may become a major consideration. To keep the number of maintenance personnel on-site to a minimum, frequent rotation of vehicles with the providing organization is recommended. As an alternative, consideration may be given to replacing unit vehicles with rented or leased vans with six- to nine-passenger or cargo-carrying capacity when an off-road capability or vehicle-mounted radio is not a specific requirement. A sufficient supply of GSA, Defense Energy Support Code, or DOE/NNSA personnel who have Government Purchase Cards should be available for refueling vehicles used in areas where government fueling facilities may not be available. Vehicles in contaminated areas should not be removed for maintenance or returned to the owning organization until they have been decontaminated. Minor on-site maintenance of contaminated vehicles may, therefore, be necessary. Base camp construction and SR may also require heavy equipment. If resources are obtained through a contract, and work will be done in the contaminated area, decontamination criteria and hazardous working conditions will be addressed in the contract.

e. Resources. Response to a nuclear weapon accident or incident is a high priority operation, and thus, all required resources from the Department of Defense, DOE/NNSA, and other Federal agencies with a radiological or emergency response capability are usually available to the accident or incident response forces. Use of local facilities and equipment near the accident or incident scene, such as National Guard armories and vehicles, gymnasiums, and hotels, may be a workable solution to some of the logistic problems. Military installations near the accident or incident site may also provide a supply point, messing, and billeting for response force personnel.

(1) Base Camp Support. If the accident or incident location dictates establishing a base camp for response personnel, consider the proximity of the accident site to the nearest military installation, availability of local civilian facilities, available power, and water supply and sanitation facilities. For remote base camps, Basic Expeditionary Airfield Resources (BEAR), a mobile messing and billeting package maintained by the USAF, may be necessary.

(a) BEAR kits are air-transportable operations support sets for units that operate in remote locations where pre-positioning is not politically or economically practical. The kits include tents, field kitchens, cots, and similar housekeeping items. Additional equipment includes generators, TF-1 light carts, shower and laundry facilities, water storage bladders, and water purification equipment. The kits do not include vehicles, personal equipment items (such as parkas, bedding, or sleeping bags), or expendables (such as food, fuel, or medical supplies). BEAR kits are designated war reserve materials and maintained in a ready-to-deploy status in the CONUS by the 49th Material Maintenance Group, Holloman AFB, NM. These kits are under the operational control of HQ ACC/Logistics Plans. For OCONUS operations, HQ USAF and HQ PACAF also maintains BEAR kits.
(b) BEAR kits are divided into two separate packages – B-550i (initial housekeeping) and B-550f (follow-on housekeeping). Each package supports 550 personnel. They are typically deployed in pairs to support up to 1100 personnel. Both kits may be transported together on 12 C-17 aircraft. If BEAR kits are required at an accident or incident scene, the on-scene staff must make arrangements for personnel to unpack and assemble the equipment, to manage billeting space, and to operate the field kitchens. Special teams, such as USAF Prime Base Engineer Emergency Forces (BEEF) and Readiness In Base units may be requested to provide additional support.

(2) Personal Protective Equipment (PPE). Either reusable or disposable personal protective clothing that can be used for nuclear accident response should be procured for all response forces. Sources for disposable personal protective equipment are:

(a) DA Services, Inc., Defense Apparel
247 Addison Road
Windsor, CT 06095
Phone: (800) 243-3847
Fax: (860) 688-5787

(b) Lancs Industries, Inc.
12704 NE 124th Street #36
Kirkland, WA 98034
Phone: (425) 823-6634
Fax: (425) 820-6784
www.lancsindustries.com

(c) Norvell Protective Clothing
115 Edgewood Street
Alexandria, TN 37012
Phone: (615) 529-2855
Fax: (615) 529-4197

(d) RSO, Inc.
P.O. Box 1450
Laurel, MD 20725-1450
Phone: (888) RAD-LINE
Fax: (301) 498-3017
www.rsoinc.com

(e) Vallen Safety Supplies
3300 W. Montague Ave
Suite 400B
Charleston, SC 29418
Phone: (800) 4-VALLEN
Fax: (610) 485-6214
www.vallen.com
(f) FRHAM Safety Products, Inc.
171 Grayson Rd
Rock Hill, SC 29732
Phone: (803) 366-5131
Fax: (803) 366-2005
www.frhamsafety.com

AND

318 Hill Ave
Nashville, TN 37210
Phone: (615) 254-0841
Fax: (615) 726-2514

(g) Kimberly-Clark Corporation
Building 100/1
1400 Holcomb Bridge Rd.
Roswell, GA 30076
Phone: (800) 255-6401
Fax: (800) 579-3555
www.kcprofessional.com/us/

(3) Contaminated Clothing Laundering Facilities. Commercial contaminated clothing laundry facilities may be used at various locations throughout the United States. If a commercial laundry facility cannot be located, contaminated clothing will be treated as hazardous waste and disposed of appropriately.

f. Local Service Contracts. Use of local service contracts to ease logistical support is recommended whenever possible and financially beneficial to the government. The following services should be considered for local service contracts: POL, water, sanitation, maintenance, laundry of non-contaminated clothes, and radiological waste disposal.

g. Dissemination of Procedures. Provisions should be made to ensure that all personnel or units responding to the accident or incident are provided written information describing procedures to follow in requesting logistical or administrative support. This information should indicate clearly to whom requests should be submitted, as well as the approval authority. The status of all requests should be monitored and any problems encountered should be reported to the requesting person or organization.

h. News Media and JIC/CIB. Advance planning should take into account the possible billeting, messing, and transportation support for news media, as authorized by the Department of Defense and Service directives. The number of media personnel might vary from a small number to hundreds, depending on the severity of the accident or incident. Close coordination is required with the Public Information Officer (PIO) to determine specific requirements. The JIC should be provided full logistical support including transportation, expendable and non-expendable equipment, and supplies (see section 6 of the Public Affairs page for JIC/CIB equipment requirements). Specific requirements shall be decided by the PIO. More information on JIC operations and PIO responsibilities can be found in the Public Affairs page.