



DEPARTMENT OF THE NAVY

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SECNAVINST 11130.1  
ASN(I&E) I&F

21 February 1996

SECNAV INSTRUCTION 11130.1

From: Secretary of the Navy

Subj: CIVIL RESERVE AIR FLEET (CRAF) COMMERCIAL ACCESS TO  
MILITARY INSTALLATIONS (CAMI) FOR NON-DOD OPERATIONS

Ref: (a) DODI 4500.55 of 25 Oct 95 (NOTAL)  
(b) NAVFAC P-73 Real Estate Procedural Manual (NOTAL)  
(c) National Environmental Policy Act (42 U.S.C.)  
(d) OPNAVINST 11010.36A (AICUZ)  
(e) DOD Directive 4157.65 (AICUZ) Program of 8 Nov 77 (NOTAL)  
(f) NAVFAC P-80, Facility Planning Criteria for Navy and  
Marine Corps Shore Installations  
(g) 10 U.S.C. 2667  
(h) OPNAVINST 4790.2F Navy Aircraft Maintenance Program (NOTAL)

1. Purpose. To implement references (a) through (h), and outline policy and procedures for the use of Department of the Navy (DON) aviation installations by the CRAF.

2. Applicability and Scope. The provisions of this instruction apply to all Navy and Marine Corps activities within the United States. The term "installation," as used herein, does not include bases, stations, facilities or airfields approved for closure under the Defense Authorization Amendments and Base Closure and Realignment Act.

3. Background. Under the Federal Acquisition Streamlining Act of 1994, Chapter 931 of Title 10, United States Code § 9513, the Secretary of the Air Force on behalf of the Navy and Marine Corps, may enter into contracts with CRAF air carriers to allow them access to Navy and Marine Corps installations for commercial use as detailed in reference (a). A contract entered into under this section, may authorize use of designated installations as a weather alternate, technical stop, not involving the enplaning or deplaning of passengers or cargo or, in the case of an installation within the United States, for other commercial purposes.

4. Definitions

a. Air Mobility Command (AMC) Long-Term CRAF contract. Contract authorizing air carrier participation in the CRAF CAMI program in return for a long-term increased commitment of aircraft in excess of the air carrier's minimum CRAF commitment.



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b. CRAF Carrier. A Federal Aviation Regulation (FAR) Part 121 certificated, Department of Defense (DOD) surveyed and approved air carrier under contract with AMC to commit aircraft and crews for contingencies and war.

c. Hold Harmless Clause. An agreement, by which the air carrier indemnifies and holds harmless the United States, its agents, employees, and instrumentalities from any action, suit, or claim of any sort resulting from, relating to, or arising out of any activities conducted, or services or supplies furnished, in connection with the contract.

d. Installation-Air Carrier Operating Agreement. An operating agreement, normally as an attachment to the real property document, outlining the day-to-day working relationships, services supplied, and costs, as negotiated between the installation and the air carrier.

e. Other Commercial Purposes. Air carrier activities associated with the transport of cargo or passengers for hire and any air carrier controlled facility or operation.

f. Real Property Document. A lease or license signed by the appropriate DON representative and the air carrier providing the authority for air carrier use of real property on a Navy or Marine Corps installation.

g. Reservation of Right to Exclude Air Carrier Clause. A contractual clause stating the Secretary of the Navy or his representative may, without providing prior notice and without liability to the DOD, deny access to an installation when necessary to meet military exigencies.

h. Technical Stop. Use of a military airfield for purposes other than enplaning or deplaning cargo or passenger, such as crew change, refueling, or minor maintenance.

i. United States. The 50 states and the District of Columbia. For the purposes of this instruction, territories and possessions of the United States are not included. The use of military installations in U.S. territories and possessions will continue to be covered by existing arrangements.

j. Weather Alternate. An approved military airfield to which a flight may proceed if landing at the airfield to which the flight was dispatched becomes inadvisable due to weather. (Aircraft may not be dispatched, prior to takeoff from the airport of origin, to a DON installation used solely as an alternate use installation.)

k. Installation Commander. As used in this instruction, shall mean the commanding general, commanding officer, officer in charge of a Navy or United States Marine Corps installation and/or their designated or authorized representative.

5. Policy. Navy and Marine Corps aviation installations are established to support the operation of Navy and Marine Corps aircraft. Equipment,

personnel, and material are maintained only at a level necessitated by these requirements and shall not be used to support the operation or maintenance of CRAF, except as noted in this instruction. It is DON policy, where operationally feasible, to permit CRAF carriers the use of military installations as weather alternates and for technical stops, or within the United States, access to military installations for other commercial purposes as set forth in this instruction. Use of military installations on foreign soil as weather alternates or for technical stops shall be subject to the terms of installation basing rights and bilateral agreements.

a. General. Subject to the procedures established in reference (a), CRAF carriers may contract for the use of Navy or Marine Corps installations provided that they:

(1) Do not interfere with military requirements and/or operations and the security of the military requirements and/or operations is not compromised.

(2) Comply with all applicable, Federal, State, DON, and installation regulations.

(3) Assume all risks in accordance with the contract agreed to with and by the AMC and the DON.

#### 6. Responsibilities

a. The Assistant Secretary of the Navy (Installations and Environment) (ASN(I&E)), is responsible for oversight of CRAF CAMI policy within the DON. The ASN(I&E) will:

(1) Issue policy for the management of the Navy and Marine Corps portion of the CRAF CAMI program.

(2) Develop procedures implementing reference (a) and the guidance contained in this instruction.

(3) Coordinate with the Office of the Deputy Under Secretary of Defense (Logistics) (DUSD(L)) and AMC on all policy initiatives concerning the CRAF CAMI program.

(4) To the maximum extent possible and within the provisions of the law, ensure funds generated by this program are retained for use at the servicing installation and are available for obligation for the same period as the appropriation to which credited.

b. The Chief of Naval Operations (CNO), Director, Shore Installation Management Division (N46) and the Deputy Chief of Staff for Installations and Logistics, Headquarters Marine Corps (DC/S(I&L)), are responsible for the day-to-day operations of all Navy and Marine Corps installations and will as appropriate establish guidelines to:

(1) Manage the operational aspects of the CRAF CAMI program.

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(2) Set limits on an air carrier's use of installations.

(3) Restrict commercial use as necessary to meet day-to-day military mission requirements, and

(4) Impose landing, use, and other service fees in accordance with DON policy.

c. The Defense Finance and Accounting Service (DFAS) will implement and maintain procedures required for billing, collecting, and redistributing fees from CRAF carriers to the appropriate accounts for crediting to the installation(s) as stipulated in reference (a).

d. The United States Transportation Command (USTRANSCOM), as the DOD single manager for transportation, other than Service-unique or theater-assigned transportation assets, will exercise overall responsibility for the CRAF program and all programs designed to influence incentives and participation in that program.

7. Procedures. The AMC, acting on behalf of the Secretary of the Navy and as USTRANSCOM's executive agent for the CRAF Program, will act as the point of contact (POC) for the contract portion of the CRAF CAMI program.

a. Only CRAF carriers are eligible to participate in the CRAF CAMI program.

b. CRAF carriers electing to participate must respond to an AMC solicitation which will result in a contract with AMC for increased minimum commitment to CRAF, beyond that required in the AMC International Airlift Services Contract. This solicitation will be issued annually or as needed. The air carrier will identify those installations with which it desires to negotiate, the general scope of its proposed operations, and the number and type of aircraft it intends to commit to the CRAF program.

c. Based upon carrier responses, AMC will provide DON with a prioritized listing of eligible carriers and DON installations in which they have expressed an interest.

d. When a single carrier expresses interest in an installation that carrier will be authorized to negotiate with the requested installation after entering into a contract with AMC committing the required number of aircraft to the CRAF. When multiple carriers express an interest in an installation, AMC will prepare an ordered list of interested carriers, prioritized at the level of proposed CRAF aircraft commitment. Unsolicited proposals received by DON or the installation commander, will be forwarded to AMC via the appropriate chain of command.

e. The requested installation commander will determine the feasibility of the air carrier's proposal and, if appropriate, enter into negotiations with the air carrier. If agreement is reached, the installation commander will so advise N46, DC/S(I&L) and ASN(I&E) via the Commander, Naval Facilities Engineering Command (COMNAVFACENGCOM) through the appropriate chain of

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command. ASN(I&E) will in-turn inform the Deputy Under Secretary of Defense for Logistics (DUSD(L)) and USTRANSCOM.

f. In the event CRAF carrier proposal is not feasible or the installation commander and air carrier cannot reach an agreement, the procedures outlined in paragraph 7e will be followed to notify ASN(I&E). ASN(I&E) will so advise DUSD(L) and USTRANSCOM. The CRAF carrier may request to negotiate with DON for access to alternate installation(s).

g. Under these agreements, CRAF carriers will be responsible for:

(1) Paying all fees and charges, associated with access to, use of, or abandonment of military installations for commercial purposes, weather alternate use, or technical stops;

(2) Funding, and maintaining for the duration of the contract, any improvements to the installation required by/to support the air carrier's operations;

(3) Funding all costs associated with preparation of any required environmental studies and documents;

(4) Complying with all applicable federal, state, and local environmental laws and regulations and maintaining fiscal responsibility for any violations, to include environmental cleanup, fines and penalties, and increased costs to the installation;

(5) Obtaining required permits, licenses and/or credits;

(6) Reporting all violations involving environmental laws or regulations to the installation commander;

(7) Complying with applicable Federal, State and local laws and regulations; and

(8) Notifying USTRANSCOM, AMC, and the Navy or Marine Corps installation commanding officer whenever legal and/or administrative proceedings arise from or are associated with the rights and privileges granted under this instruction.

h. In the event all negotiations fail, the CRAF carrier's contract with AMC to increase its minimal CRAF participation level may be canceled.

8. Contracting. The CRAF CAMI program is implemented using three contractual documents: AMC long-term CRAF contract, a real property agreement, as defined above, and its attached installation CRAF carrier operating agreement.

a. AMC Long-Term CRAF Contract

(1) Procedures for Requesting Installation Access. AMC will issue a public notice to advise current and potential CRAF carriers of the opportunity

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to participate in the CRAF CAMI program. AMC may issue additional notices as required to meet CRAF program needs.

(2) Contractual Arrangements. AMC, on behalf of the Secretary of the Navy, may enter into a contract with any DOD-approved, U.S. air carrier for CRAF commitment. As a CRAF program incentive, the contract will provide authority for the carrier to negotiate with the DON representative(s) for access to a military installation. The contract shall:

(a) Include a Hold Harmless Clause, as defined above;

(b) Include a Reservation of Right to Exclude Air Carrier Clause, as defined above;

(c) Identify those areas/categories of charges that are authorized to be collected from the air carrier by the installation; and

(e) Contain other terms and conditions as appropriate or as required.

(3) Evaluation Criteria for Award of Contract. Award of an AMC CRAF contract authorizing the air carrier to negotiate with a DON installation will be made in the best interest of the government based on the CRAF commitment proposed and other criteria, as appropriate.

(4) AMC will coordinate with N46 and MC, I&L via the appropriate chain of command concerning proposals received from CRAF carriers for access to military installations. AMC will also provide N46 and MC, I&L a prioritized list of CRAF participants eligible to negotiate for installation access.

(5) Cancellation of a carrier's commitment to CRAF, for any reason, will result in the immediate cancellation of the lease/license/agreement with any and all DON installations.

b. Installation-Air Carrier Operating Agreement and Real Property Document. Real property documents as defined in reference (b), and associated installation-air carrier operating agreements are the end result of negotiations between the DON and the CRAF carrier.

c. Extension, Renewal, or Amendment of the Installation-Air Carrier Operating Agreement. If the DON representative and the air carrier desire to extend, renew, or amend the Installation-Air Carrier Operating Agreement to significantly expand the scope of the air carrier's operations on the installation or otherwise modify the duration of the lease or license, prior coordination will be made with AMC to ensure air carrier eligibility and contract consistency. Installations may agree to extensions or renewals of the original lease/license without having to repeat the selection process if the air carrier has successfully maintained all of its obligations under the installation agreements and the CRAF contract, and a requirement still exists for the CRAF air carrier's aircraft. Abandonment of the facilities or the agreement will be treated as a voluntary termination by the air carrier.

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## 9. Environmental Compliance

a. Compliance with National Environmental Policy Act (NEPA). For all actions occurring on Federal lands, the provisions of NEPA, reference (c) and subsequent Federal, State, DOD/DON, or local military and civil requirements apply.

b. Environmental Baseline Survey. Once a CRAF carrier has been approved by AMC to conduct negotiations with a DON installation, all environmental documentation is the responsibility of the air carrier requesting access to the installation. Coordination with the installation's environmental manager is required. CRAF carriers shall coordinate with AMC on all environmental assessments including environmental impact statements. The DON reserves the right to review environmentally-related documents to ensure all requirements are met.

c. CRAF Carrier Responsibilities. All costs associated with preparation of any applicable environmental documents including analyses, reports, permits, studies, or approvals; All actions by personnel employed by the air carrier with respect to violations of federal, state, and local environmental requirements; Obtaining any necessary air credits under the Clean Air Act and any required permits/licenses to allow operation of contractor-owned or -leased facilities and mobile emission sources; Reporting all notices of violations (NOV) involving environmental laws, received from any regulatory agency, to the installation commander or his/her representative; Remediation costs and or reimbursements for DON response to releases of any hazardous substance, pollutant, contaminant, chemical, etc. by the air carrier and/or its employees, shall be born by the air carrier.

d. DON Inspection of CRAF Carrier Facilities. DON shall reserve the right to inspect any property or facility on any Navy or Marine Corps installation to ensure compliance with all applicable environmental rules and regulations.

## 10. Air Installation Compatible Use Zone (AICUZ)

a. CRAF carriers shall be required to follow and abide by the AICUZ program, reference (d), adopted for the installations they use. The AICUZ program is designed to achieve compatibility between air installations and neighboring communities. The CRAF air carriers will be responsible for funding an Aircraft Noise Survey and AICUZ Update in accordance with reference (e) and as part of any environmental compliance requirements as discussed in paragraph 9.

b. Aircraft Noise. All participating CRAF aircraft operating at DON installations must comply with Federal Aviation Regulation (FAR), Part 36, Stage 2 and Stage 3 aircraft noise levels in accordance with FAR Part 91. After 31 December 1999, all CRAF aircraft operating at Navy and Marine Corps installations must comply with Stage 3 noise levels.

c. Operational Hours. The use of a Navy/Marine Corps installation by CRAF carriers shall conform to the normal operating hours of aircraft operation, as stipulated by the installation commander, unless

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modified by prior agreement between the carrier and the installation commander.

## 11. Facilities

a. Airfield Pavements. Based on the CRAF carriers requirements, the installation shall identify the location of the maximum amount of ramp space available. Requirements shall include, but are not limited to, on-load/off-load, layover parking, remote parking, maintenance and engine run up, and space for support equipment, cargo, and vehicles. The installation commander reserves the right to make areas of the installation off limits to the air carrier and its employees. If more than one CRAF carrier is using the airfield, those CRAF carriers will determine among themselves how to best utilize the available space. If an agreement cannot be reached between the CRAF carriers in a reasonable time, the installation commander reserves the right to halt all CRAF air carrier operations until such time an equitable agreement is reached. If additional ramp space is required, and the installation commander agrees suitable land is available, the air carrier shall bear all costs arising from design, construction, and maintenance of any ramp additions or extensions in accordance with reference (f).

b. Installation Master Plan. All construction, renovation or improvements shall conform to the Installation Master Plan, unless otherwise approved by the installation commander.

c. Facility Construction, Improvements, Renovations. Construction, improvements and/or renovations on Navy or Marine Corps installations shall be in accordance with the agreement between the air carrier(s) and the installation commander and other governing documents, regulations, policies, and standards for Real Property. The air carrier(s) shall be responsible for all costs associated with the design, construction, improvements and/or renovations, and maintenance of the facility. All leases shall be for Fair Market Value as set forth in reference (g). All aforementioned shall be the sole discretion of the installation commander.

d. Facility Maintenance. Maintenance of all facilities leased or acquired by the air carrier shall be specified in all negotiated agreements. Requirements of fees associated with, and the method of contracting facility maintenance, services, and installation operating support shall be specified in the agreement between the air carrier and the DON.

e. Disposition of Installation Improvements Upon Termination of Contract/Abandonment. Upon termination of the contact and/or lease, the property, together with improvements, will be returned to its original condition, less reasonable wear and tear, unless otherwise agreed to by the installation commander and the carrier. In addition, upon termination of the contact and/or lease, all properties constructed, renovated or improved will become the sole property of the installation.

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12. Airfield Operations

a. Installation Commander Authority. The installation commander will, at all times, retain the authority over all day-to-day operations on the installation. He/she has the authority to limit any and all operations of the air carrier(s) when it is deemed in the best interest of the DON. When possible the installation commander or his/her representative will coordinate all curtailments of the air carrier(s) operations in advance to lessen the impact. In the event an air carrier experiences monetary losses due to curtailment of operations, the loss will be at the CRAF carriers expense.

b. Federal Aviation Administration Certification. Changes to the airfield environment may be required to meet carrier and/or Federal Aviation Administration (FAA) standards. This may require, but not be limited to, changes to the airfield layout, obstruction markings, lighting, airfield signs, etc. Costs associated with FAA or other agency aeronautical surveys to determine airfield adequacy will be at the carrier's expense. Costs associated with changing and maintaining the airfield to meet required standards will be at the carrier's expense. All installed equipment such as airfield lighting, signs, etc., shall become the property of the government.

c. Air Traffic Control. The air carrier(s) shall be required to implement and fund for all changes to the Air Traffic Control equipment required to support air carrier operations. All installed or modified equipment shall become the property of the government.

d. Air Traffic Priority. Certain military operations may require priority over air carrier operations. CRAF carriers may be required to hold on the ground or in the air, except in the case of a declared emergency. Any increase in carrier operational expense as a result of military operations will be at the expense of the air carrier.

e. Aircraft Arresting Systems. The air carrier will notify the installation commander of any special requirements pertaining to the installations aircraft arresting systems. The installation commander may authorize temporary removal and replacement of above ground systems to support carrier operations at the carriers expense. If aircraft arresting systems remain permanently attached because of military operational requirements, all damages caused by air carrier operations will be at the carrier's expense.

f. Damage to Ramps/Runways. Repair to ramps and/or runways shall be shared on a use proportional basis.

g. Extended Operating Hours. Extended operating hours shall be negotiated with the installation commander and must be in accordance with any State or local regulation concerning its hours of operation. All expense associated with extended operating hours shall be the responsibility of the carrier.

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13. Financial

a. Air Carrier Insurance. It is the air carrier's responsibility to obtain and maintain all insurance required for operations performed on DON installations. The air carrier shall provide written proof of such requirements and coverage to the installation commander before operations are approved.

b. Recovery of Costs Incurred by the DON in Support of CRAF Carriers. Part IV of the supplement to OMB Circular A-76 (NOTAL) defines a method and structure for computing and displaying government costs. These costs shall be paid by the CRAF air carrier to the DON.

c. Reimbursements to the DON. Reimbursements from the air carrier for utilities; snow control; crash fire and rescue response; air traffic control; access to DON flight planning; weather support; personnel support; landing fees; fuel; equipment rental; environmental analysis; air permit application; airfield maintenance/upgrade; runway rubber removal; runway painting; runway repair; or other goods or services, are authorized as stipulated in the contract.

14. Safety

a. The CRAF air carrier shall adhere to all Federal and DON safety standards, as well as local occupational and fire safety instructions and requirements. While on Navy and Marine Corps installations, the CRAF air carrier shall be responsible for its employees' safety and for ensuring strict compliance with the aforementioned safety standards and instructions.

b. Maintenance and Repair. The CRAF air carrier shall only perform aircraft maintenance, fuel cell repair and aircraft refueling operations per the local installation commander's safety maintenance instructions/orders. The fire authority having jurisdiction shall be contacted for appropriate guidance prior to placing any fueled aircraft in hanger spaces or performing fuel cell and tank maintenance on fueled aircraft.

c. Weapons Safety. The CRAF air carrier shall notify the installation commander of any ordnance scheduled to arrive on the installation. The CRAF air carrier will be responsible for complying with all local ordnance safety and storage requirements.

d. Emergency Response

(1) The installation commander will coordinate with the CRAF air carriers to ensure they are fully informed of all emergency response procedures, including aircraft emergencies, hazardous materials/cargo and any other conditions or situations that could jeopardize the safety and health of personnel.

(2) All installation emergency response personnel shall have immediate and unrestricted access to CRAF air carrier facilities in time of emergency. In preparedness for such emergencies, installation fire and emergency response

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teams will have access to CRAF air carrier facilities for inspections and familiarization on a routine basis.

e. Aviation Accident Investigation Responsibilities

(1) In the event of mishaps/incidents, the CRAF air carrier shall notify the installation commander no later than one hour after the occurrence. Initial notification may be made orally, in person or by phone, to be followed within 48 hours by written documentation.

(2) The CRAF air carrier shall, within limits of their authority, secure the accident scene until released by the installation commander.

(3) The DON will assist the CRAF carrier in case of aviation accidents if requested. The installation commander will as part of his or her responsibility notify the FAA and the National Transportation Safety Board of any aviation accidents on the installation.

15. Security

a. Security Agreement. The air carrier shall comply with all FAA, DOD, and DON security regulations and guidance as well as local installation security requirements. Installation and air carrier security agreements will include, but are not limited to:

(1) Installation Access Procedures. Installation access procedures for air carrier customers and employees will be at the discretion of the installation commander or his/her representative. The air carrier shall provide the installation commander a list of all employees who need to access the installation on a monthly basis. All employees shall wear in sight an employee badge depicting the area(s) of allowed access. If the carrier employee drives to and from work and requires vehicle access, the employee must register his/her vehicle with the installation commander or his/her representative and receive the appropriate vehicle decal. CRAF carriers servicing passengers will be required to provide a passenger list to the installation commander in accordance with the agreement negotiated between the air carrier and installation commander. Personnel dropping off or picking up passengers will be allowed access to the installation for this purpose only. Those personnel will be required to drive directly to or from the designated passenger arrival/departure area without stopping.

(2) Flightline Access Procedures

(a) Air carrier employees must have a valid need to be on military flightlines. Access will be limited to established carrier operational hours, unless specifically approved by the installation commander for other time periods. All air carrier personnel having access to the flightlines shall have on file with the installation commander or his/her representative, a copy of a motor vehicle driver's license, legally recognized by the installation commander. In addition, air carrier personnel having

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flightline access must pass a flightline driving training course approved by the installation commander. All expense incurred for this training will be at the expense of the air carrier.

(b) All carrier employees are responsible for using the most direct route to and from their work sites and following flightline procedures established at each air carrier installation. If work requires access to secured or restricted areas, security procedures shall be briefed and annual security awareness training will be given to all employees to prevent security violations.

(c) Flightline drivers will be cognizant of aircraft movement and towing equipment used to support air operations. Privately owned vehicles of air carrier employees are not authorized to be on the flightline. Company or agency vehicles will be registered with the installation commander and properly marked for flightline access.

(d) Vehicle Inspection. All vehicles entering or departing DON installations are subject to search. This pertains to all air carrier employees, passengers and personnel arriving/departing in conjunction with carrier operations. CRAF carriers should advise the above mentioned personnel of this possibility.

(e) Access During Military Exercises. The installation commander will coordinate with the air carrier(s) to ensure access to work areas when that access does not interfere with military operations. In most instances air carrier employees will be permitted to enter the installation. When a military operation is anticipated that will impact air carrier operations, the installation commander will notify the air carrier(s) at the earliest opportunity.

(f) Passenger/Cargo Screening. Passenger and cargo screening is the responsibility of the air carrier, unless otherwise stated by the installation commander, in compliance with standards outlined in the FAA regulations. All cargo scheduled for shipment will be closely monitored, supervised, and handled by carrier personnel to ensure the cargo is free from tampering and possible sabotage.

(g) Customs, Agriculture and Immigration Service(s). The scheduling of customs, agriculture and immigration issues are the responsibility of the air carrier(s): Air carrier(s) will coordinate with local Customs, Agriculture and Immigration officials to support air carrier operations on DON installations. DON or DOD security personnel involvement with Customs, Agriculture and Immigration officials will be in a locally negotiated agreement between the installation commander and the Customs, Agriculture and Immigration service(s).

## 16. Emergency Response/Services

a. Hazardous Materials Capability. The storage and disposal of hazardous materials shall be in accordance with the local installation commander's instructions/regulation. CRAF carriers shall make every effort to minimize

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the amount of hazardous materials that are shipped through DON installations. Hazardous materials must be properly labeled and procedures shall be negotiated at the installation level on procedural policy in case of an accident.

b. Airfield Rescue Fire Fighting. The installation commander shall negotiate with the air carrier(s) procedural policy for airfield rescue and fire fighting on DON installations. All costs associated with the use of DON fire fighting equipment and/or personnel will be borne by the air carrier.

c. Medical Response Capability. Medical emergency response will be provided according to installation procedures until such time transportation to a civilian care facility can be provided.

d. CRAF Air Carrier Requirements. It is the air carrier's responsibility to provide the installation commander with all information pertaining to the types of aircraft that they operate. Information shall include but is not limited to: Aircraft type, weight, fuel capacity, emergency exits, shutdown procedures, crew capacity, etc.; Provide training to DON emergency response personnel at no expense to the government; Comply with all federal, DON, and local fire and safety regulations. In addition the air carrier shall provide training and material safety data sheets for all hazardous material brought in or shipped through the installation, including waste disposal information.

#### 17. Ground Handling

a. CRAF Fuel Requirements. If CRAF air carriers have a requirement for fuel on Navy or Marine Corps installations, the air carrier shall submit fuel requirements to the installation commander in accordance with the operating agreement between the air carrier and the installation commander.

18. Services. Air carrier personnel will not be authorized to use installation facilities unless they possess a valid Department of Defense Identification Card (ID).

##### a. Food Service.

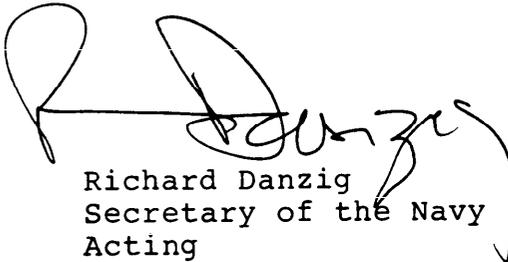
(1) Inflight food service for employees and passengers of the air carrier(s) is the sole responsibility of the air carrier.

(2) Food service on DON installations for employees and passengers (other than those in possession of a valid DOD ID) of air carrier(s) while on the ground will only be allowed in non-appropriated or commercial installation facilities as agreed to by the installation commander.

b. Lodging. Lodging of employees and passengers of CRAF carriers is the sole responsibility of the air carrier(s).

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c. Mortuary Services. Mortuary service will be provided on an emergency basis only as negotiated between the installation commander and the air carrier.



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Secretary of the Navy  
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