

29 JUNE 2012



Maintenance

**CRASH DAMAGED OR DISABLED
AIRCRAFT RECOVERY**

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RELEASABILITY: There are no releasability restrictions on this publication.

OPR: 45 OSS/OSA

Certified by: 45 OG/CC
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Pages: 12

This publication establishes joint procedures for the recovery of crashed, damaged or disabled aircraft on Patrick AFB (PAFB), Cape Canaveral AFS (CCAFS) or within the geographical area of responsibility of the base. The Det 2/CC is responsible for developing and implementing a Crash Damaged or Disabled Aircraft Recovery (CDDAR) capability for Ascension Auxiliary Airfield. This instruction will be implemented in conjunction with both Patrick AFB and CCAFS Plan 10-2, *Comprehensive Emergency Management Plan (CEMP)*, Appendix 2 to Annex A, and 45 SW CEMP 10-2, Cape Canaveral Air Force Station Appendix 1 to Annex A, CCAFS Aircraft Accident Response. This instruction is applicable to all organizations that may be tasked to support aircraft recovery operations, including tenant units. These organizations must be prepared to rapidly deploy crash recovery equipment and personnel for crashed, damaged or disabled aircraft deemed necessary by 45th Space Wing (45 SW), 920th Rescue Wing (920 RQW), and other tenant units at PAFB and CCAFS. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through Major Command (MAJCOM) publications/forms managers. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <http://www.my.af.mil/gcss-af61a/afirms/afirms/>.

1. General.

1.1. General. The Crash Damaged or Disabled Aircraft Recovery (CDDAR) program applies to tenant flying organizations. It will also be used to recover transient aircraft if

within the capability of the 45 CDDAR Team. It is designed to recover crashed/damaged or disabled aircraft in a minimum time period and return the airfield to operational status consistent with the following consideration(s):

- 1.1.1. Open runway for operational use.
 - 1.1.2. Prevent secondary damage to the aircraft.
 - 1.1.3. Preserve evidence for mishap or accident investigations.
 - 1.1.4. Mitigate the mishap's impact on the owning organization's flying mission requirements.
 - 1.1.5. Input from the tenant flying organizations on their mission requirements must be considered.
- 1.2. Support for CDDAR after normal duty hours (0700-1700).
- 1.2.1. TA maintains an immediate response CDDAR Team during normal operating periods or duty hours. All units will develop emergency recall or mobilization rosters to identify and notify required recovery team members outside normal operating hours. Units must also account for team members being deployed, TDY and on leave.
- 1.3. The 45th Space Wing Commander (45 SW/CC) or designated representative with the advice and assistance of the respective Airfield Manager (45 OSS/OSA) notifies the Patrick AFB or Cape Canaveral AFS Emergency Operations Center (EOC) as appropriate and determines the removal conditions which are designated as:
- 1.3.1. **Emergency.** This condition requires immediate runway clearance at the risk of losing equipment and evidence. The runway must be cleared as soon as possible, i.e., priority alert missions, IFEs, or as directed by the EOC.
 - 1.3.2. **Urgent.** This condition requires runway clearance as soon as practical after completion of rescue, fire fighting and explosive ordnance disposal (EOD) operations. The runway will be cleared as soon as practical, unless EOD considerations dictate otherwise, using techniques identified in applicable technical publications. The Incident Commander (IC) will make this determination.
 - 1.3.3. **Routine.** This condition allows sufficient time to use recovery techniques to minimize further damage to aircraft, preserve evidence and preclude exposing personnel or equipment to danger.
 - 1.3.4. During all emergency response situations the IC is the final authority for determining when the mishap site is safe, and when the investigating authority and/or CDDAR team may approach the mishap site and/or conduct recovery operations.
 - 1.3.5. The IC will decide which first responder actions may or may not proceed. The IC in consultation with the Airfield Manager, Base Safety Officer (45 SW/SE) and the CDDAR Team Chief, will then decide the best removal method.
 - 1.3.6. Patrick AFB has two active runways. CCAFS has one active runway. If an aircraft crash-lands between the two at Patrick AFB, it may be necessary to clear the aircraft/wreckage as soon as possible to facilitate reactivation of at least one of the

runways. If necessary, this action will be directed by 45 SW/CC, or designated representative, upon the recommendation of the Airfield Manager or designated official.

1.3.7. Typical incident sequence of events:

1.3.7.1. Immediately after the incident, first responders proceed IAW PAFB Plan 10-2, Appendix 1 to Annex A or 45 SW CEMP 10-2, Appendix 1 to Annex A if responding to CCAFS. This initiates the Response Phase of the plan.

1.3.7.2. The IC ensures initial rescue, fire fighting, security and safeing procedures are performed. No one other than first/emergency responders can enter the mishap area. The mishap scene must be determined safe by the IC prior to any investigation or CDDAR actions. The EOC Director will prepare a formal turnover to the ISBP or SBP in accordance with the CEMP.

1.3.7.3. The incident aircraft and its equipment must not be disturbed or removed unless directed or released by the IC, Interim Safety Board (ISB) President or Impoundment Official/owning unit representative. Control of the mishap scene/site remains with the IC. Once the scene is safe to enter, command of the incident aircraft/wreckage is transferred from the IC to the Board President or Impoundment Official/owning unit representative appointed by the Investigating Authority.

1.3.7.4. Under Emergency or Urgent removal conditions, the recovery/investigation phase may be waived by the 45 SW/CC.

1.3.7.5. During the Response Phase, the CDDAR team members will prepare and posture equipment and materials required to recover the aircraft.

1.3.7.6. The unit owning the aircraft will work through their designated representatives to the EOC to advise the IC of any special considerations. When the incident site is secure, the owning unit representatives will coordinate actions through the EOC to provide assistance or information on special recovery requirements (e.g., classified material/equipment).

1.3.7.7. When first-responder actions are complete, the Response Phase ends and the Recovery Phase, which includes investigation actions, begins. The CDDAR Team Chief then coordinates recovery actions with appointed investigation officials.

1.3.7.8. Emergency or Urgent removal conditions may bypass the deliberate recovery/investigation phase and dictate expedient ad-hoc planning and execution of CDDAR duties.

1.3.7.9. Under routine removal conditions and when the investigation actions are complete, the Investigation Authority transfers command of the incident aircraft/wreckage to the CDDAR Team Chief to have the recovery or salvage teams restore, reclaim or dispose of the aircraft. Once incident aircraft/wreckage is recovered, command of the aircraft/wreckage is transferred back to the Investigative Authority.

2. The 45 SW/Tenant CDDAR Responsibilities.

2.1. The 45th Operations Support Squadron (45 OSS) is the CDDAR program manager for PAFB and CCAFS. 45 OSS/OSA and TA are responsible for program support to include

aircraft recovery operations, qualification and training of assigned recovery team members and maintenance of assigned recovery equipment.

2.2. The 45th Space Wing, has overall responsibility for recovery of host, tenant and transient crashed/disabled aircraft on/off Patrick AFB and CCAFS. Since tenant units are responsible for the condition/repair of assigned aircraft, tenant units must be actively involved in assisting the host base in recovery operations during real world responses. Tenant units will maintain CDDAR qualified team chief/members for their assigned aircraft to provide technical expertise, technical data, mission design series (MDS) unique tools/special equipment and manpower augmentation, IAW AFI21-101.

2.3. CDDAR will be accomplished using a joint effort between the 45 W, 920 RQW, Department of State, Customs and Boarder Protection, and all other mission partners. Team members for executing CDDAR capability will consist of individuals from TA and if required, Patrick tenant flying units. Team members from the unit owning the aircraft will be present during aircraft recovery. If the CDDAR Team or owning unit requires assistance, qualified members from other tenant units can be requested. Equipment, vehicles, personal protective equipment (PPE) and any other CDDAR requirements needed to recover tenant aircraft will be identified by host base (Transient Alert) and each tenant flying unit. The CDDAR Team Chief will best maximize sharing of resources and specifically identify to each tenant which resources they will be responsible for maintaining IAW the host tenant support agreement.

2.4. The 45 SW units provide recovery support for all tenant units as established in support agreements (SA). CDDAR procedures will be coordinated with TA, the Fire Emergency Services (45 CES/CEF), Safety (45 SW/SE), Civil Engineer Squadron (45 CES), Emergency Management (45 CES/CEX), Explosive Ordnance Disposal (45 CES/CED), Security (45 SFS), Bioenvironmental Engineering (45 MDG/SGPB), Airfield Manager (45 OSS/OSA), Logistics Readiness Squadron (45 LRS, support agreements, fuel operations and vehicles), Contracting (45 CONS) and other on/off base agencies, as applicable. The EOD Flight will perform emergency ground safing of all ejection systems. Egress technicians must be consulted to conduct render-safe procedures to ensure area is safe for investigation and recovery operations. If weapons are on board, aircraft support will be requested IAW PAFB Plan 10-2.

2.5. The 45 SW units must ensure they are capable of providing and supporting recovery operations for all base assigned aircraft, to include tenant aircraft. The 45 SW will maintain the ability to recover C-130 type aircraft or smaller. Tenant units are required to provide team personnel, participate in host training exercises and maintain specialized equipment inventories.

2.6. Tenant units must coordinate with the 45 SW CDDAR Program Manager for CDDAR recovery support, training, exercises and equipment inventories.

2.7. The 45 SW/XP will ensure CDDAR support requirements are in agreements with tenant flying organizations.

3. Vehicle/Equipment Requirements:

3.1. The 45 OSS/CC will make the final determination on unit vehicle/support equipment requirements, within the limits provided by allowance standard(s).

3.2. Vehicle Operations, 45 LRS/LGRD, will provide trucks, tractor-trailers, etc., to transport CDDAR support equipment to the mishap site, as well as transport wreckage to the wreckage assembly point. 45 LRS/LGRV will institute the Vehicle Priority Recall Roster and/or establish lease agreements for additional vehicles to support CDDAR functions, if required.

3.3. Depending on the nature of the mishap, tenant units will supply additional specialized equipment to support the recovery of their aircraft.

3.4. The 45 CES will provide available heavy equipment (bulldozers, dump trucks, etc.) and drivers to support recovery operations.

3.5. The 45 CONS will maintain a contingency vendor listing of contractors to provide cranes and other equipment for emergency operations. These are established with local suppliers in accordance with lease procedures established in AFI23-302, *Vehicle Management*, Section 4E. The 45 CONS representative to the EOC will implement lease options as required.

3.6. The 45 LRS/LGRF will provide refueler(s) (ground or aviation fuel) for supporting generators/xenon lights/aircraft/recovery vehicles. In addition, an aviation defueler will be on standby for removing remaining aviation fuel from aircraft.

4. Inspection and Inventory:

4.1. Transient Alert, in conjunction with tenant units, will inspect all recovery equipment to include air bags, manifolds, jacks, slings, shoring, etc., for serviceability before and after each incident/exercise use. Periodic equipment inspections must be accomplished per intervals established in technical orders or at a minimum, annually. Perform operational checks according to applicable directives during exercise and/or inventory reviews. Document inspections and maintenance on AFTO Forms 244, *Industrial/Support Equipment Record*, or on MAJCOM approved form.

4.2. Tenant organizations may record inventory documentation according to their own procedures.

5. Emergency Operations Center (EOC) will:

5.1. When notified of aircraft mishap, the EOC will notify the Ground Support Equipment Branch (QPO), 45 LRS/LGRF, TA, and CDDAR Team Chief who, in turn, will notify CDDAR qualified personnel to include tenant units if required. Notification will include the type of aircraft, location, amount of fuel and or explosives on board and known extent of the aircraft damage.

5.2. For 920 RQW, Customs and Border Protection, and Department of State aircraft, ensure all aircraft records are secured by the respective maintenance squadrons. All other aircraft records will be obtained IAW 45 SW Operating Plan 91-204V1.

5.3. Contact 45 LRS/LGRF or notify the AF Base who provided the aviation fuel to perform fuel sampling and lock out/tag out of aviation fuel tank(s)/refueler(s) where A/C was issued aviation fuel. 45 LRS/LGRF will assist wing safety with identifying the AF Base that issued the aviation fuel.

5.4. The 45 LRS/LGRF will provide a qualified fuel lab technician to perform recovery of A/C fuel sample with “crash sampling kit” IAW AFI23-201 and TO 42B-1-1.

5.5. The 45 SW/SE will notify the Flight Safety organization where aircraft was last fueled to obtain required fuel samples per 45 SW Operational Plan 91-204V1.

6. CDDAR Team Chief will:

6.1. Be appointed in writing by the 45 SW/CC.

6.2. Establish a CDDAR program and be the OPR for the unit CDDAR instructions.

NOTE: Aircraft recovery efforts may require AFSC specific personnel to accomplish special tasks such as identifying and handling of classified equipment, life support or egress systems specific tasks, etc.

6.3. Develop, in conjunction with 920 RQW, training requirements and course control documents for crash recovery training.

6.4. Review support agreements, PAFB and CCAFS CEMP Plan 10-2, annually. Provide inputs for changes, as required.

6.5. Ensure CDDAR procedures are coordinated with the Fire Emergency Services, Safety, CE Readiness and Emergency Management Office, EOD, Security Forces, Bioenvironmental Engineers, Fuel Operations, Airfield Manager and on/off base agencies (as required) IAW AFMAN10-2504, *Air Force Incident Management Guidance for Major Accidents and Natural Disasters*, and AFMAN32-4004, *Emergency Response Operations*.

6.6. Inform 45 OSS/CC, 45 SW/CC and the CDDAR Program Manager in writing of equipment shortages/serviceability that preclude effective CDDAR support.

6.7. Ensure sufficient personnel/teams are trained and equipment is available to support CDDAR operations. This includes:

6.7.1. Basic equipment operation (e.g., light carts, air bag blowers, generators, etc.)

6.7.2. Familiarization and training on any unique characteristics/hazards/materials for aircraft (i.e., F-16 EPU hydrazine, C-130 ballast depleted uranium, aircraft composite materials, etc.) and document training (See Para. 10.3).

6.7.3. Availability and proper use of personnel protective equipment (PPE) as determined by technical data and the base Bioenvironmental Engineer.

6.7.3.1. PPE for CDDAR operations will include, but not limited to: steel toe boots, eye protection, hearing protection, hard hat, safety vest (reflective) and working gloves.

6.8. Ensure special qualifications for personnel are identified and documented. Identify individual team member qualifications for specific equipment operations. (e.g., towing, jacking, support equipment, special purpose vehicle, etc.). Tenants will provide their roster upon request and CDDAR team qualifications to the CDDAR Team Chief.

6.8.1. Depending on the type aircraft involved, each tenant organization will serve as subject matter experts for their organization’s airframes. These organizations include Department of State Air Wing, Customs and Border Protection, and 920 RQW.

6.8.1.1. Each tenant organization will assign CDDAR positions as determined by their subject matter expert.

6.9. Ensure adequate tools and support equipment for recovery (e.g., air bags, slings, manifolds, tow bars, shoring, etc.) are serviceable and available. Maintain a list of all CDDAR tools and equipment.

6.10. Participate in annual training exercises. Coordinate exercises with the 45th Space Wing Exercise Evaluation Office (45 SW/IGE), Quality Assurance and supporting wing agencies.

6.10.1. Annually demonstrate team's capability to recover crashed/damaged small and/or large aircraft.

6.10.2. CDDAR exercises will consist of lifting device positioning, sling hookup and simulating hoisting or lifting. Accomplish simulated hoisting or lifting IAW applicable aircraft T.O. During hoisting or lifting exercises, observe surface wind limitations. **NOTE:** When using a crash crane, the unit will accomplish removal procedures up through attaching the lifting sling to aircraft and applying tension to cables.

6.10.3. Coordinate with tenant/unit QA Weight and Balance manager when weight and center of gravity conditions are unknown.

6.11. Coordinate recovery actions with the appropriate contractor(s) and weapons system expert(s) as needed. **NOTE:** There are two distinct phases of an aircraft mishap—response and recovery. First responders face the probability of an aircraft fire. As the composite material burns, gases, vapors and solid particles are released into the smoke plume. Recovery team members may be exposed to fibers and inhalable dusts as aircraft parts are moved, modified by cutting, breaking, twisting or hammering. Personnel tasked to participate in a crash or post-crash response, recovery, maintenance and/or clean up operations must be aware of/briefed on all possible health issues involved.

6.12. Maintain recall rosters and coordinate with the EOC as to status of CDDAR Team during off-duty hours when notified of a crash event.

7. The 45th Space Wing through the Patrick AFB or Cape Canaveral AFS Emergency Operations Center (EOC) and the Incident Commander (IC) will:

7.1. Ensure all emergency response actions are complete and it is safe to approach the aircraft before directing the Transient Alert CDDAR Team chief to begin recovery operations.

7.2. Provide for the incident site security and maintain the site cordon as long as necessary as directed by the IC or EOC (as appropriate). (45 SFS)

7.3. Provide vehicle and fuel support per paragraph 4 above. (45 LRS)

7.4. Direct all personnel to stay clear of the recovery site unless requested by the IC.

7.5. The IC (through the EOC) may establish a staging area to hold equipment until required at the site. The Maintenance representative on site will ensure CDDAR teams and all additional maintenance response personnel are briefed on staging area procedures and site safety requirements.

7.6. Provide contracting support to obtain any required equipment and supplies not available on base. The 45 CONS maintains an Emergency Management Contingency Kit (kit contains binder with contracting & emergency management regulations, contingency vendor listing, laptop, maps, admin forms, etc.). The Contingency vendor listing contains names/numbers of contractors who have verbally pledged to respond 24/7 if called. The 45 CONS representative to the EOC will let a contract with the vendor for the required material when notified by the CDDAR team.

7.7. Provide relief facilities (porta-johns) to the incident site as needed. These will be requested through the 45 CES Customer Service Desk. Movement to the site must be coordinated with the respective Airfield Management, 45 OSS/OSAB or OSAM.

7.8. Ensure requirements of PAFB OPLAN 10-2 are accomplished. (45 CES/CEX)

8. The 45th Space Wing Command Post (CP) will: Submit all required incident reports to the AFSPC Command Center and higher headquarters IAW AFI 10-206, *Operational Reporting*. **NOTE:** Tenant unit command posts will be required to submit reports to their respective command centers as required.

9. CDDAR Recovery Team Qualifications:

9.1. All team members must be qualified in basic CDDAR operations IAW AFI 21-101, paragraph 14.10.6.

9.2. Qualifications for military and civilian team members will be recorded in their organization's appropriate training records.

9.3. Ensure the Team Chief and Maintenance Officers are familiar with Disaster Response Force (DRF) procedures by taking the AF Emergency Response Operations (AERO) course introduction training.

10. Training Requirements:

10.1. All team members must be trained in recovery procedures according to AFI 21-101, paragraph 14.10.7, MDS specific technical data, other applicable Air Force and MAJCOM directives and unit-developed training guide.

10.2. All recovery team members must receive initial training comprised of both academic and hands-on training/exercises which should include actual lifting of an aircraft. Aircraft lifting exercises may not be accomplished by using operational aircraft. Utilizing training hulks or participating with other organizations possessing training assets is acceptable. Ensure all training is documented in the appropriate system for civilians and military members.

10.3. All recovery team members must receive annual training comprised of both academic and hands-on training/exercises. Ensure all training is documented in the appropriate system for civilians and military members. For training, actual lifts will only occur at the Air Force CDDAR training course.

10.4. Environmental, Safety and Health Hazards. The key for developing a safe and effective CDDAR program is communication and coordination. The unit maintenance crash recovery OPR must ensure base Bioenvironmental Engineering (BEE) is consulted and

directly involved in determining personnel health hazards, training required and appropriate levels of PPE.

10.5. The 45 SW/IGE will assist unit training offices in scheduling and managing training exercises for CDDAR recovery personnel. This can be done in conjunction with a scheduled Major Accident Response Exercise or as a separate training event.

10.6. In accordance with OSHA 29CFR1910.1200, each owning organization is responsible for training personnel on the hazards associated with their respective work activity. BEE, Fire, Public Health and Safety will review HAZCOM Plans submitted by each organization. The BEE will also provide comprehensive just-in-time training for emergency and first responders and CDDAR Team members to include the potential health hazards with the downed aircraft and the appropriate protective measures to be utilized during response or recovery operations. This may also be required for non-assigned aircraft accidents. **NOTE:** Fire Emergency Services Flight references emergency and Hazardous materials information for all aircraft in T.O. 00-105E-9, Emergency Rescue and Mishap Response Information.

11. Transient Alert will:

11.1. Carry out custodial and storage responsibilities for special purpose equipment specifically assigned to the crash recovery mission.

11.2. Contact and ensure CDDAR team members are assembled and available to respond to the recovery site when directed by the CDDAR Team Chief.

11.3. Assemble and maintain CDDAR crash trailer. Transportation of the CDDAR crash recovery trailer and equipment in support of an off base mishap operation will be made upon the authorization of the EOC.

11.4. Ensure complete safety briefings are given, detailing hazards to personnel and equipment and ensure proper PPE is available and properly used.

11.5. Notify the EOC, who in-turn will report and provide the IC, with number of qualified TA personnel and available equipment.

11.6. If required, provide a tow vehicle with tow bar, tow vehicle operator and tow team to standby during recovery operations. Tow team will take directions from the CDDAR Team Chief or the IC. The tow team will remain available to the CDDAR team for any assistance necessary to aid in aircraft recovery operations.

11.7. Request additional expertise or equipment through the EOC. If the items or personnel are not under the jurisdiction of TA they will be requested through the IC.

11.8. Be responsible for directing and coordinating CDDAR operations as directed by the IC or the CDDAR Team Chief.

11.9. For longer term recovery operations, the Team Chief can request a porta-john to be placed near the incident site through 45 CES, Disaster Control Center (DCC). This must be approved by the respective Airfield Manager, 45 OSS/OSA and the CDDAR Team Chief will need to arrange to escort the delivery vehicle while on the airfield. **CAUTION:** The crash site will only be disturbed to the extent necessary to eliminate a situation that is detrimental to the aircraft, support equipment or personnel. The area will be maintained in an undisturbed state until the aircraft is released to the Safety Investigation Board (SIB)

President, by the IC or appropriate authority. Once the SIB has determined the aircraft can be moved, the aircraft will be turned over to maintenance by the SIB President. Once recovery actions begin, ONLY personnel designated by the CDDAR team will enter the recovery area.

12. Patrick AFB/Cape Canaveral AFS Tenants will:

12.1. Maintain an immediate response team for their assigned aircraft during normal duty hours (0630-0130) for the 920 RQW. Provide the host base 45 OSS/OSA and Transient Alert with a recall roster for CDDAR team chief/members.

12.2. Assign/train unit personnel to support CDDAR duties. The tenant team will be prepared to perform assigned airframe-related maintenance duties and assist in providing expertise in CDDAR situations to the CDDAR Team Chief for the recovery effort for their assigned aircraft.

12.3. Determine type and quantity of specialized CDDAR tools, equipment and personnel required to recover their organization's aircraft. Tenants will procure and maintain specialized equipment to support recovery of their aircraft. Tenants will establish an inventory listing and coordinate with 45 LRS to ensure accountable items are listed on organizational equipment accounts. Changes in required resources will be identified to the CDDAR Team Chief within 60 days.

12.3.1. Tenant units will coordinate their specialized equipment requirements with the CDDAR Team Chief to avoid duplication of resources.

12.3.2. If the CDDAR Team Chief needs a piece of specialized equipment possessed by any tenant unit to recover an aircraft, the Team Chief will direct the possessing unit to provide the needed equipment for the recovery operation.

13. Tenant Flying Units will:

13.1. Inspect and maintain equipment in coordination with the host base assigned CDDAR resources. Notify the CDDAR Team Chief, 45 SW/CC and the CDDAR Program Manager (45 OSS) in writing if any of their assigned equipment/resources are out of service.

13.2. Initiate their organization's crash recovery checklist in the event of a mishap.

13.3. Take part in all training required by Transient Alert.

13.4. Submit all required reports to their organization's higher headquarters in the event of a mishap.

13.5. Provide the EOC or CP, 45 OSS and the CDDAR Team Chief points of contact for recall of their organization's CDDAR support team. The CDDAR Team Chief will maintain copies of all organization's support team rosters which will include the team member's CDDAR qualifications. These rosters will be reviewed and updated at least annually.

ANTHONY J. COTTON, Brig Gen, USAF
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 26 Jul 2010

AFI 23-103, *Equipment Inventory, Status and Utilization Reporting*, 26 Jan 2012

AFOSH 91-46, *Materials Handling and Storage Equipment*, 1 Aug 2002

AFOSH 91-100, *Aircraft Flightline Ground Operations and Activities*, 1 May 1998

AFOSH 91-501, *Air Force Consolidated Occupational Safety Standard*, 7 Jul 2004

AFMAN 10-2504, *Air Force Incident Management for Major Accidents and Natural Disasters*, 1 Dec 2009

AFI 10-2501, Air Force Emergency Management (EM) Program Planning and Operations, 24 Jan 2007

AFI 10-206, Operational Reporting, 6 Sep 2011

AFI 21-103, Equipment Inventory, Status and Utilization Reporting, 26 Jan 2012

AFMAN 32-4004, *Emergency Response Operations*, 21 Apr 2010

Technical Order 00-105E-9, *Aircraft Emergency Rescue Information*, 1 Feb 2006

Patrick AFB Plan 10-2, *Comprehensive Emergency Management Plan (CEMP)*, 29 Nov 2010

Cape Canaveral AFS Plan 10-2, *Comprehensive Emergency Management Plan (CEMP)*, 29 Nov 2010

Abbreviations and Acronyms

AERO—Air Force Emergency Response Operations

AFSC—Air Force Specialty Code

AFTO—Air Force Technical Order

BEE—Bioenvironmental Engineering

CDDAR—Crash Damage or Disabled Aircraft Recovery

DCC—Disaster Control Center

DRF—Disaster Response Force

EOC—Emergency Operations Center

EOD—Explosive Ordnance Disposal

EPU—Emergency Power Unit

HAZCOM—Hazard Communication

IC—Incident Commander

IFE—In-Flight Emergency

ISB—Interim Safety Board

MDS—Mission Design Series

OSHA—Occupational Safety and Health Administration

PPE—Personal Protective Equipment

QA—Quality Assurance

RQW—Rescue Wing

TA—Transient Alert

TDY—Temporary Duty