

**BY ORDER OF THE COMMANDER  
932 AIRLIFT WING**

**932 AIRLIFT WING INSTRUCTION 21-105**

**7 SEPTEMBER 2011**



**Maintenance**

**CRASH DAMAGED/DISABLED AIRCRAFT  
RECOVERY (CDDAR)**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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(Col James F. McDonnell)

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Air and Space Maintenance*. This instruction extends the guidance of Air Force Instruction (AFI) 21-101 Air Force Reserve Command (AFRC) Supplement (SUP), and AFI 21-101, Air Mobility Command (AMC) SUP/ Scott Air Force Base (SAFB) SUP, (*MAF*) *Aircraft and Equipment Maintenance Management*. This instruction standardizes procedures for implementing the Crash, Damaged, or Disabled Aircraft Recovery (CDDAR) program. This instruction is applicable to all personnel assigned to the 932 Airlift Wing (AW). 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 <https://www.my.af.mil/gcss-af61a/afirms/afirms/>. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force

**1. General:** The CDDAR program is designed to recover crashed, damaged or disabled aircraft in a minimum time. Requirements will consist of opening runways for operational use, prevention of secondary damage to the aircraft, preservation of evidence for mishap or accident investigation in accordance with AFI 91-202 AFRC SUP, *The United States Air Force Mishap Prevention Program*, and AFI 91-204, *Safety Investigations and Reports*, and the safety of all CDDAR and first response personnel involved with recovery operations.

**2. Responsibilities:**

- 2.1. The 375 Operations Group (OG) has primary responsibility for the base CDDAR program per AFI 21-101, *Aircraft and Equipment Maintenance Management*, and AFI 21-101 AMC Sup/SAFB Sup, *(MAF) Aircraft and Equipment Maintenance Management*.
- 2.2. In accordance with AFI 21-101 AMC Sup/SAFB Sup the 375 OG will provide recovery support for the 932 MXG and coordinate CDDAR procedures with the following activities: Base Fire Department, Safety, Civil Engineers, Disaster Preparedness, Explosive Ordnance Disposal, Security, Bioenvironmental, Airfield Manager, and local off-base authorities.
- 2.3. The 375 OG will maintain a Crash Recovery Representative (CRR) as directed by in SAFB CDDAR Instruction AFI 21-101 AMC Sup/SAFB Sup. His duties will consist of maintaining the 375 Air Mobility Wing (AMW) owned crash recovery trailer and equipment.
- 2.4. The CRR will also provide assistance, coordinate host-wing support for recovery and act as the 375 AMW/CC representative on scene as directed by in SAFB CDDAR Instruction AFI 21-101 AMC Sup/SAFB Sup.
- 2.5. The 126 Air Refueling Wing (ARW) will support unit recovery operations by providing recovery equipment as directed by in the SAFB CDDAR Instruction AFI 21-101 AMC sup/SAFB Sup and local support agreements.
- 2.6. The 932 MXS will provide CDDAR qualified personnel, airframe specific crash recovery equipment and will physically recover unit assigned aircraft.
- 2.7. In the event of a major mishap, additional members may be augmented to assist in CDDAR operations under the direct supervision of the 932 CDDAR Team Chief.
- 2.8. The 932 MXS/MXAA will maintain a current recall roster of qualified CDDAR personnel and update the list semi-annually or as required.
- 2.9. All training certificates, recall rosters, and crash recovery equipment inventories will be maintained in the 932 CDDAR Team Chief binder located in the MXAA office.
- 2.10. The 932 Maintenance Operations Center (MOC) will monitor the secondary crash net for in-flight emergencies (IFE), ground emergencies, and mishaps. They will notify the 932 MXS Production Superintendent or a designated representative and the 932 CDDAR Team Chief as required.
- 2.11. The Production Superintendent will maintain contact with the 932 CDDAR Team Chief on the current status and progress of the aircraft recovery.
- 2.12. The 932 MXG/QA will:
  - 2.12.1. Ensure all aircraft Air Force Technical Order (AFTO) Form 781 series documentation/historical records and personal training records are impounded upon notification of an accident/mishap.
  - 2.12.2. Inform the 932 MOC or Data Base Manager (DBM) to lock out (isolate) GO81 on affected aircraft.
  - 2.12.3. Assist in calculating the weight and balance of aircraft if required.
- 2.13. In the event of a recovery, if material or equipment cannot be provided by the 375 AMW or 126 ARW, the equipment will be procured through local contractors or supply

stores. Financial coordination will be made through the 932 MXS unit financial manager in coordination through the 932 AW financial management offices.

### **3. Specific Positions Defined:**

3.1. 932 CDDAR Team Chief: Responsible for the 932 AW CDDAR program development, CDDAR team member task assignments, team member safety, physical recovery of unit assigned aircraft, implementation, and management of the CDDAR program. In addition the CDDAR Team Chief will be the airframe Subject Matter Expert (SME) and will advise the On-Scene-Commander (OSC) on recovery operations.

3.2. 932 CDDAR Team Members: Work directly for and report to the 932 CDDAR Team Chief. Team members will be qualified on CDDAR recovery operations and basic unit CDDAR identified qualifications. Training will be documented in GO81 and member's training records.

### **4. Procedures:**

4.1. Once the 932 AW Command Post (AW/CP) is notified via the base crash net of the aircraft accident/mishap. The 932 AW/CP will immediately notify the 932 MOC of the aircraft accident/mishap and provide information/guidance of any requests or notification for assistance from the 932 CDDAR Team.

4.1.1. MXG will initiate the Crisis Management Team (CMT) process for applicable Mission Design Series (MDS).

4.1.1.1. For C-40C use the REACT card for CMT process for applicable MDS.

4.1.1.2. For C-9C call the C-9C program manager.

4.2. Upon notification of an aircraft accident/mishap, the 932 MOC will immediately notify the 932 CDDAR Team Chief, 932 Maintenance Group Commander (MXG/CC), 932 Maintenance Squadron Commander (MXS/CC), 932 Maintenance Operation Flight Commander (MOF/CC) and their Superintendents, the 932 Quality Assurance Office (MXG/QA) and the 932 MXS Production Superintendent. The 932 MOC will initiate associated Quick Reaction Checklists (QRC). All radio nets will be notified of the aircraft accident/mishap. Aircraft identification, personnel involved and possible reasons for accident/mishap will not be discussed utilizing radio nets. The 932 MOC and the 932 CDDAR Team will utilize radio channel "2" during these responses to reduce radio traffic.

4.3. When notified by the 932 MOC, the 932 CDDAR Team Chief will begin the notification process to assemble the CDDAR team members. During normal duty hours all personnel will respond immediately to Hangar 1, 932 Aircraft Inspection Section. During non-duty hours all CDDAR team members will respond within one-hour of notification. The 932 CDDAR Team Chief may request additional support of other 932 MXS maintenance personnel for other than actual aircraft recovery by contacting the 932 MOC.

4.4. The 932 MOC and the 932 CDDAR Team Chief will use the current CDDAR personnel recall roster when notifying team members.

4.5. Upon arrival the 932 CDDAR Team Chief and/ or team, will coordinate with the OSC on the nature of the incident, any known safety precautions (i.e. composite material exposures, on-board chemicals or fuel loads, explosive materials or containers).

4.6. The 932 CDDAR Team Chief will thoroughly brief all recovery team members and augmentees of any known safety dangers and/or handling of any found classified equipment before any recovery operation begins.

4.7. The 932 CDDAR recovery team will assist as directed with all crash recovery or disabled aircraft actions required for providing technical assistance and/or other support needed. The 932 CDDAR Team Chief will provide updates to the 932 MOC as warranted or directed on all crash recovery or disabled aircraft actions.

4.8. The 932 CDDAR Team Chief in conjunction with Field Service Representatives (FSR) will jointly assess the situation and identify resources (equipment, material, etc...) to recovery the aircraft.

4.8.1. If adequate resources are readily available for recovery/repair the Team Chief will initiate plan of action.

4.8.2. If adequate resources are not available then provide a definitive list of requirements for submittal to the MXG/CC or designee to the CMT.

4.8.2.1. The CMT provides resources to the 932 CDDAR Team Chief.

4.8.2.2. 932 CDDAR Team Chief executes the plan of action.

## 5. Training Requirements.

5.1. All CDDAR team members must be trained in recovery procedures according to AFI 21-101, *Aircraft and Equipment Maintenance Management*, paragraph 14.10.7, Mission Design Series (MDS) specific technical data, unit-developed training guide, and other applicable Air Force and MAJCOM directives.

5.2. All CDDAR team members must receive initial training comprised of both academic and hands on training/exercises which should include actual lifting of an aircraft. Ensure all training is documented in G081 and maintain copies of initial training certificates in the 932 CDDAR Team Chief Continuity binder.

5.3. All recovery team members must receive annual training following initial training comprised of both hands on training/exercises. Members should also participate in a base wide combined exercise with host unit.

5.4. All CDDAR members will be trained on basic support equipment operation (e.g., light carts, generators, etc.); in addition, each team member will be qualified as an aircraft tow vehicle driver and have a current driver's license and flightline driver's certificate.

5.5. All CDDAR members will be trained and understand proper use of Personal Protective Equipment (PPE) as determined by technical data and the base Bioenvironmental Engineer.

5.6. The CDDAR Team Chief completes an actual lift every three years.

5.7. Document all training in training records or GO81 as applicable.

5.8. Recovery helpers may be appointed as needed as (Augmentees).

5.9. The CDDAR Team Chief must coordinate with the Emergency Management Office before exercises.

## 6. Equipment:

- 6.1. The 375th Operations Support Squadron (OSS) CRR will maintain the crash recovery trailer; provide a generic heavy aircraft recovery capability as directed by in SAFB CDDAR Instruction AFI 21-101 AMC Sup/SAFB Sup.
- 6.2. The 126 MXG will provide available lifting bags as well as aircraft recovery equipment upon request as directed by SAFB CDDAR Instruction AFI 21-101 AMC Sup/SAFB Sup.
- 6.3. Special support equipment for the recovery of the C-40C will be provided by the Contractor Logistics Support (CLS) contractor (per the In-Service Support Plan (ISSP) volume IV and the Boeing Airplane Recovery Document) as directed by the System Program Office (SPO).
- 6.4. Special support equipment for the recovery of the C-9C will be will be maintained in the 932 CDDAR support trailer or will be provided by CLS contractor.
- 6.5. The 375th Civil Engineer Squadron (CES) will provide backhoe, dump truck and front end loader as directed by SAFB CDDAR Instruction AFI 21-101 AMC Sup/SAFB Sup.
- 6.6. Any overhead cranes needed in the recovery of assigned aircraft will be obtained locally through the companies "Lil Rock Construction" and "Bollimore Crain Co.". Any funding assist will be coordinated through the unit funds manager and the 932 AW/FM offices.
- 6.7. The 932 Aerospace Ground Equipment (AGE) shop will maintain and supply all powered and non-powered AGE needed for assigned aircraft recovery.
- 6.8. The 932 Support Section will maintain and supply general purpose vehicles and aircraft tow vehicles as required.

## **7. Personal Protective Equipment (PPE):**

- 7.1. PPE will be utilized as determined by the CDDAR Team Chief and the on-scene Bioenvironmental Engineering representative. All additional PPE concerns and training will be addressed and accomplished prior to beginning recovery operation as determined by bioenvironmental representatives. However, all CDDAR primary team members will be respirator qualified.
- 7.2. At a minimum, PPE included with the CDDAR equipment trailer and ready for emergency response will include:
  - 7.2.1. Latex gloves, butyl rubber gloves, leather gloves, rubber boots, respirators with filters, safety glasses, ear defenders, tyvex suits, hard hats, and reflective vests.

WILLIAM H. EDWARDS Jr., Colonel, USAFR  
Commander

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

AFI 21-101 AMC SUP SCOTT AFB SUP, *Aircraft and Equipment Maintenance Management*, 12 July 2010

AFI 21-101 AFRC SUP, *Aircraft and Equipment Maintenance Management*, 13 January 2011

AFI 91-202 AFRC SUP, *The United States Air Force Mishap Prevention Program*, 22 February 2007

AFI 91-204, *Safety Investigations and Reports*, 24 September 2008

AFMAN 33-363, *Management of Records*, 01 March 2008

AFPD 21-1, *Air and Space Maintenance*, 25 February 2003

AMCI 21-108, *Logistics Support Operations*, 30 August 2007

ISSP Volume 4, REV B, *Integrated Fleet Support Depot Support Plan*, 07 August 2006

***Adopted Forms***

AF IMT 847, *Recommendation for Change of Publication*

***Abbreviations and Acronyms***

**AF IMT**—Air Force Information Management Tool

**AFB**—Air Force Base

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

**AFPD**—Air Force Policy Directive

**AFRC**—Air Force Reserve Command

**AFRIMS**—Air Force Records Information Management System

**AFTO**—Air Force Technical Order

**AGE**—Aerospace Ground Equipment

**AMC**—Air Mobility Command

**AMW**—Air Mobility Wing

**ARW**—Air Refueling Wing

**AW**—Airlift Wing

**CC**—Commander

**CDDAR**—Crashed, Damaged, or Disabled Aircraft Recovery

**CES**—Civil Engineer Squadron (Unit Designation)

**CLS**—Contractor Logistics Support  
**CMT**—Crisis Management Team  
**CP**—Command Post  
**CRR**—Crash Recovery Representative  
**DBM**—Data Base Manager  
**FSR**—Field Service Representative  
**IFE**—In-flight Emergency  
**ISSP**—In-Service Support Plan  
**MAJCOM**—Major Command  
**MDS**—Mission Design Series  
**MOC**—Maintenance Operations Control  
**MOF**—Maintenance Operation Flight  
**MXG**—Maintenance Group  
**MXS**—Maintenance Squadron  
**OG**—Operations Group  
**OPR**—Office of Primary Responsibility  
**OSC**—On-Scene Commander  
**OSS**—Operations Support Squadron (Unit Designation)  
**PPE**—Personal Protective Equipment  
**QA**—Quality Assurance  
**RDS**—Records Disposition Schedule  
**SAFB**—Scott Air Force Base  
**SME**—Subject Matter Expert  
**SUP**—Supplement