

**BY ORDER OF THE COMMANDER
65TH AIR BASE WING (USAFE)**

LAJES FIELD INSTRUCTION 21-101

12 DECEMBER 2011

Maintenance

CRASH RECOVERY PROCEDURES



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction prescribes policies and procedures governing Crash Recovery Procedures for Lajes Field, Azores, Portugal in United States Air Forces in Europe. General provisions for this instruction are contained in Air Force Directive (AFPD) 21-1, *Air and Space Maintenance* and AFI 21-101, CAF SUP 1, *Aircraft and Equipment Maintenance Management*. This publication applies to all aircraft related and equipment maintenance support organizations assigned to the 65 Air Base Wing (ABW). Commanders, maintenance officers and supervisors will ensure work centers comply with this directive. 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 the Lajes Field publications/forms manager. 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/>

SUMMARY OF CHANGES

This instruction has been substantially revised to remove 729 AMS/MXZ capabilities and other associated functions which no longer exist, reflecting extensive changes. Personnel must carefully review the entire text to familiarize themselves with all changes.

1. General Information. Crash Recovery Overview: The Lajes Crash Recovery program is a combined effort of the 65th Operations Support Squadron (65 OSS) Transient Alert (TA) Section (65 OSS/MXZT) and Air Base 4 (AB4).

1.1. The 65 Operations Support Squadron (OSS) crash damaged disabled aircraft recovery (CDDAR) team will coordinate the deployment of personnel and equipment necessary to conduct CDDAR operations involving the recovery of all aircraft. The 65 OSS provides manpower and expertise within its respective specialties that recover, and if necessary reclaim, mishap aircraft on the island. The object remains to safely recover most damaged or disabled aircraft from airfield operating areas in minimum time while limiting or avoiding secondary damage to the aircraft or airfield.

1.1.1. Since Lajes Field has no primary aircraft assigned (PAA), the crash recovery program trains only with the limitation of general crash recovery procedures. The program provides equipment, training and personnel to respond to all aircraft using the airfield including United States, Portuguese, foreign military and commercial aircraft. Due to the expeditionary nature of Lajes Field operations, crash recovery operations for specific aircraft types will only begin when directed by the 65th Air Base Wing commander.

1.1.2. Response to major accidents involving military aircraft, whether on/off base, will be accomplished IAW AFI 10-2501 Air Force Emergency Management Program Planning and Operations, 28 September 2007, 65 ABW Comprehensive Emergency Management Plan (CEMP) 10-2, 01 January 2008, and any applicable technical agreements.

1.1.3. The Fire Department (65 CES/CEF) Chief or Senior Fire Officer (SFO) is normally the first on-scene and is called the Incident Commander (IC).

1.1.4.

1.1.5. Maintenance recovery actions at Lajes may include Host-Tenant and Commercial Support personnel (as required).

1.2. Tasked Organizations and Functions: The recovery program combines numerous base organizations and resources into a Disaster Response Force (IAW 65 ABW CEMP 10-2) to support recovery or mishap operations. Each organization will generate internal guidance, as applicable, to enhance their specific emergency response actions as defined by CEMP 10-2.

1.3. 65 ABW CEMP 10-2: CEMP 10-2 lists the specific function of each organization and supplies critical guidance for various accident responses.

1.3.1. All off-base crash recovery operations will be closely coordinated with host nation leadership and 65 ABW leadership.

1.3.2. Due to current international agreements, crash recovery exercises require extensive coordination with AB4 and approval from Headquarters Azorean Air Zone (HAAZ). All exercises will be conducted IAW AFI 10-2501, Chapter 7. Coordinate all requests for exercises with the 65 ABW/XP office.

2. Crash Recovery.

2.1. Crash Recovery Procedures: All emergency response operations remain under the direction of the IC. The IC or 65 ABW Commander will be responsible for determining combined command and control relationships with host nation forces in accordance with Operations Letter #1 or other combined forces agreements. Regardless of command relationships, only the USAF IC will direct 65 OSS Transient Alert crash recovery team members.

2.1.1. The SFO acts as the IC until relieved by another trained IC. IC changes will be clearly communicated to all members of the crash response team (CRT).

2.1.2. After the aircraft is determined to be "Fire Safe" the CRT Chief who is appointed through the 65 OSS becomes the point of contact for aircraft maintenance recovery operations.

2.1.3. The CRT Chief directs the recovery team and will use the following radio call signs on the primary crash net:

2.1.3.1. Recovery Team Chief (Recovery 1).

2.1.3.2. Recovery Assistant Team Chief (Recovery 2).

2.1.3.3. Recovery Tow Supervisor (Recovery 3).

2.1.3.4. Recovery Tow Team Driver (Recovery 4).

2.1.4. After normal duty hours, crash recovery support will be initiated by TA when required via recall procedures. Until recalled personnel are in place, the TA shift supervisor will assume the role of CRT Chief during non-duty hours.

2.2. In-Flight or Ground Emergencies: After an aircraft declares either an in-flight emergency (IFE) or ground emergency, the Lajes Field Control Tower will notify first responders via the Primary Crash Alarm System. Airfield Management Operations (AM Ops) will in turn, activate the Secondary Crash Net and relay emergency information verbatim to support agencies.

2.2.1. The following vehicles will respond to aircraft emergency calls:

2.2.1.1. Crash/Firefighting Rescue.

2.2.1.2. 65 OSS/MXZT Crash Recovery Vehicles (as required).

2.2.1.3. Aircraft Tow Vehicle with the appropriate towing equipment.

2.2.1.3.1. 65 OSS will provide the tow vehicle and tow bar to tow C-5, C-17, KC-10, KC-135 and C-130 aircraft. The aircraft FCC (Flying Crew Chief) will act as the SME and provide tech-data for emergency towing operations. Tow Driver qualifications will transfer to the 65 OSS/MXZT or a driver/tow team will be deployed as required.

2.2.1.4. Ambulance support (65 MDOS/SGOME) via IC.

2.2.1.5. Wing Safety representative (as required).

2.2.2. Response formation area is near the flight line access road facing Taxiway E of runway 33/15 or as designated by the responding IC.

2.2.3. The Airfield Management vehicle parks on either Taxiway C (South) or J (North) near the approach ends of the runway.

2.2.4. Barrier Maintenance (65 CES/CEOFP) will standby at the approach end of the runway for all IFEs with the potential to engage the arresting barrier.

2.2.5. Once the aircraft has safely landed, AM Ops will request runway closure from PoAF and perform a full-length inspection after the aircraft has cleared the runway.

2.2.6. Fire/Rescue vehicles will respond to the aircraft location when it comes to a complete stop.

2.2.7. The IC will determine aircraft fire safety requirements and advise the CRT when the aircraft is "Fire Safe." The fire chief will initiate and/or coordinate any spill recovery and/or remediation actions with 65 OSS Transient Alert and the CE environmental flight. The CRT will not take recovery action until the fire chief has released the aircraft.

2.2.8. After termination of the IFE or ground emergency, the CRT will continue with recovery services.

2.3. **Post Crash Mishap Procedures:** If the IFE or Ground Emergency results in damage to the aircraft that prevents normal taxi or towing operation to a safe area, the emergency response team will perform the following functions to clear the runway or taxiway (Arrange the guidelines to fit the nature of the mishap response).

2.3.1. Tasked base organizations are readily available to assist in aircraft recovery and reclamation actions (65 ABW/CC usually approves IC initiation of crash recovery operations through Installation Command Center (ICC)).

2.3.1.1. The IC assumes control of the aircraft recovery operations. Individuals will report to the IC before approaching or performing any actions on the aircraft.

2.3.1.2. The CRT Chief will assign specific positions to accomplish recovery actions: Assistant CRT Chief (Mission Design Series (MDS) specific if possible), Communication Manager, Tow Vehicle Operator, Composite Tool Kit Manager and Composite Material Containment Team.

2.3.1.3. The CRT duty positions are outlined below:

2.3.1.3.1. The CRT Chief directs the maintenance recovery process, assigns various tasks and identifies necessary equipment for a safe recovery operation with CRT members. The overall plan of aircraft recovery lies with the CRT Chief. The CRT Chief reports directly to the IC.

2.3.1.3.2. The Assistant CRT Chief helps the team chief make critical decisions with aircraft recovery. The selection of this position is by qualification and expertise on the specific MDS of the aircraft.

2.3.1.3.3. The Communication Manager recalls 65 OSS key personnel, CRT members and other agencies needed for the recovery operation.

2.3.1.3.4. The tow vehicle operator will report to the mishap area with the required tow vehicle and tow bar. If crane use is required, designated personnel will implement the Blanket Purchase Agreement (BPA).

2.3.1.3.5. The Composite Tool Kit (CTK) Manager ensures crash recovery trailer contents are secure for transport, delivers crash trailers to mishap site and maintains tool accountability throughout the mishap. The CTK Manager ensures delivery of sub-located equipment. They coordinate with base agencies to acquire vehicles and expedite the delivery of equipment not stored in the crash trailers.

2.3.1.3.6. Composite Material Team (CMT) will perform a composite materials assessment.

2.3.2. Post Mishap Initial Response. When notified of an emergency, the CRT Chief will initiate the recall of essential personnel and gather initial equipment.

2.3.2.1. After the IC releases the aircraft, the CRT Chief will assume responsibility for the recovery process and identify the CRT position to the IC.

2.3.2.2. The CRT Chief distributes specific tasks to CRT members and establishes an assembly point.

2.3.2.3. The CRT Chief coordinates with the IC to ensure the aircraft is safe before any member approaches the aircraft. The IC, as part of this procedure, will have checked to ensure there are no hazardous leaks or hazardous situations such as hot brakes, etc.

2.3.2.4. Before recovery actions, the CRT Chief will coordinate with the IC to evaluate the scene and consider the following factors:

2.3.2.4.1. Location and availability of necessary Personal Protective Equipment (PPE).

2.3.2.4.2. Check the surface under/around aircraft, wind direction/velocity, and location near any other elements that may compromise safety.

2.3.2.4.3. Verify no hydrazine leak exists. If suspected, only qualified personnel equipped with self contained breathing apparatus (SCBA) will approach to conduct evaluation. Containment and clean-up will be performed by the Hydrazine Response Team. See chapter 6.

2.3.2.4.4. Verify that the aircraft is safe to approach by inspecting the aircraft for stability and installing safety devices on the aircraft to the greatest extent possible.

2.3.2.4.5. Verify there are no hazardous fluid leaks (e.g., fuel, oil, hydraulic fluid, etc.). Notify IC if hazardous condition exists.

2.3.2.4.6. Verify that munitions are safe and no hazardous cargo condition exists. Notify IC if hazardous condition exists.

2.3.2.5. After situation assessment, the CRT Chief will conduct a safety briefing with all CRT personnel. As a minimum, the safety briefing will include:

2.3.2.5.1. Aircraft condition.

2.3.2.5.2. Hazard awareness such as presence of running engines, arresting gear, barrier cables, sharp edges, flammable/toxic or noxious fluids, high temperatures, composite fibers, blood borne pathogens and hoisting dangers when applicable.

- 2.3.2.5.3. Team member duty assignments and responsibilities.
- 2.3.2.5.4. Need for continuous situational awareness and buddy-care.
- 2.3.2.5.5. CRT members will take directions only from the IC and CRT Chief.
- 2.3.2.5.6. Emphasize safety over speed.
- 2.3.2.5.7. Expected actions, timeline and end goal.

2.3.2.6. After accomplishment of the safety briefing, the recovery team will evaluate the aircraft and create an aircraft recovery plan. The CRT Chief will advise the IC and request concurrence.

2.3.2.7. Security Forces will maintain an appropriate cordon around the mishap site during recovery operations. Security Forces will receive personnel entry approval from the IC. If Security Forces are not able to supply a physical cordon, the IC will direct all non-essential personnel to remain clear of the aircraft.

2.3.2.8. The CRT Chief will accomplish recovery/reclamation procedures according to the applicable aircraft technical data whenever available.

2.3.2.9. The Communication Manager monitors the radio during all responses for additional personnel and equipment requests by the CRT Chief and dispatches them as required.

2.3.3. Aircraft Reclamation Procedures. Begin aircraft reclamation only at the direction of the IC after considering location, mission and need to preserve evidence for the safety investigation board.

2.3.3.1. The mishap site must be cleared by the following agencies to the IC:

2.3.3.1.1. Fire Department (FD) for fire safety of the aircraft and surrounding area.

2.3.3.1.2. Explosive Ordnance Disposal (EOD) for removal of explosives or ejection components, i.e., squibs, seat sequencers, catapults or initiators. Note: Consult 65 ABW CEMP 10-2, plan summary for material disposition and EOD support since no assigned US military EOD personnel exist at Lajes.

2.3.3.1.3. Bioenvironmental Engineering (BE) for known or suspected Chemical, Biological, Radiological, and Nuclear (CBRN) hazards such as depleted uranium, hazardous cargo, advanced composite materials, and hydrazine.

2.3.3.1.4. Mortuary Affairs for recovery of human remains.

2.3.3.2. Throughout the reclamation operation, if explosive components or human remains are discovered, the reclamation will immediately cease. As necessary, maintenance personnel will evacuate the area until the hazard is removed.

2.3.3.3. CRT Procedures:

2.3.3.3.1. The CRT chief will evaluate the situation, to include safety, aircraft damage, structural integrity, weight, terrain and current weather conditions. Available time for reclamation operations will also be a consideration. Basic reclamation operations will be accomplished according to aircraft specific

technical data whenever available.

2.3.3.3.2. The CRT Chief will brief the IC and CRT and, if appointed, the incident safety board (ISB) and/or safety investigation board (SIB) president of the reclamation plan, benefits, limitations and anticipated hazards before beginning the operation.

2.3.3.3.3. Videotape or photograph crash site to give authorities an overview of the crash site.

2.3.3.3.4. Request CES engineering assistant support to survey the crash site, and CES Environmental Flight assess for environmental impact/actions.

2.3.3.3.5. Photograph and catalog any aircraft material before removal from crash site. If wreckage is interfering with essential mission activities or poses an extreme hazard, the installation commander in coordination with the ISB or SIB president may choose to remove/move wreckage.

2.3.3.3.6. If aircraft battery is on, photograph, and place to the off position.

2.3.3.3.7. Collect fluid samples (e.g., oil, fuel, hydraulic etc.) for crash authorities. Attempt to obtain the purest sample as possible.

2.3.3.3.8. If flammable fluids are leaking or present, evacuate area and contact the IC.

3. Composite Material Handling.

3.1. Purpose: This section contains basic response procedures for aircraft mishaps involving advanced aerospace materials in order to minimize the associated environmental, safety, and health hazards.

3.1.1. These guidelines are generic in nature and provide basic overview of procedures.

3.1.2. Several aircraft with composite materials frequent Lajes, such as, C-17, F-15, F-16 and modern civilian transport aircraft. Use the specific aircraft technical order or consult the TO 00-105E-9 for composite hazards.

3.1.3. BE will inform the IC and CMT of specific hazards present and will advise on specific types of personal and respiratory protective equipment. The CMT provides clean up and containment of advanced composite materials. These materials, when burned, are capable of emitting highly toxic vapor and airborne particles. Material emissions cause severe damage to the respiratory system. The CMT will wear specialized protective clothing for this function.

3.2. Personal Protective Equipment (PPE) Required:

3.2.1. Burning or smoldering composites (Disaster Response Force):

3.2.1.1. Self Contained Breathing Apparatus (SCBA).

3.2.1.2. Full Protective Clothing (type of aircraft will determine which ensemble is required).

3.2.2. Broken, burnt or splintered composites (Crash Recovery Team members):

- 3.2.2.1. NIOSH-approved full-face respirator with N-100, R-100 or P-100 rated particulate cartridges.
- 3.2.2.2. Hooded, coated Tyvek suit with booties.
- 3.2.2.3. Nitrile rubber gloves (inner).
- 3.2.2.4. Leather work gloves (outer).
- 3.2.2.5. Hard sole work boot (steel toed and shank recommended).
- 3.2.3. Peripheral area composite exposure:
 - 3.2.3.1. Battle Dress Uniform (BDU), Airman Battle Uniform (ABU) or long sleeve work uniform.
 - 3.2.3.2. Safety glasses with side shields or goggles.
- 3.3. Initial Response for Composite Materials:
 - 3.3.1. Evacuate all unprotected personnel away from the crash site. Only the FD appropriate SCBA fire protection equipment is authorized near the mishap site.
 - 3.3.2. Inform any potentially affected population to remain inside, shut all windows and doors, and turn off air handling/conditioning systems and await further guidance.
 - 3.3.3. The FD extinguishes the fire and cools composites to 300 degrees Fahrenheit or 149 degrees Centigrade.
 - 3.3.4. BE conducts an initial survey and performs a health risk assessment to determine if air monitoring or sampling is warranted for CBRN materials. Air monitoring will continue through the recovery phases to evaluate airborne hazard potential if release is suspected.
 - 3.3.5. Cordon site and establish single entry control point. Cordon determined by IC and the BE.
 - 3.3.6. CEV/CEAN assesses the site and provides options/procedures for recovery, storage and disposal of composite material or other hazardous or contaminated materials.
 - 3.3.7. Coordinate with Air Traffic Control to limit all flights to no less than 500' Above Ground Level and 1000' horizontal of mishap to avoid potential re-suspension of fibers. (Mishap Risk Control Guidelines for Advanced Aerospace Materials-USAF Advanced Composites Office)
 - 3.3.8. Any personnel entering the mishap scene will make every practical effort to disturbing or re-suspending any materials. Responders and support personnel on scene will not eat, drink, chew gum, or use any tobacco products of any kind when operating within or near the cordoned area. The only exception is the provision of drinking water outside the cordon to compensate for heat stress. Personnel will be advised to wash their hands, face, and rinse off water containers prior to consumption.
 - 3.3.9. All intended actions regarding composite materials will be briefed to the IC.
- 3.4. Containment of Composite Materials. The Composite Material Containment Team secures burned/mobile composite fragments and loose ash/particulate with plastic, fire fighting agent, fixing material and/or a tent. The common fixing agent is an acrylic floor wax

and water mixture. Consult with specific aircraft authorities and investigators before applying. Critical safety concerns and investigation concerns may override this use.

4. Crashed Aircraft Removal.

4.1. Purpose: This chapter assigns responsibilities to the CRT for the removal of crashed/disabled aircraft. It further implements CEMP 10-2.

4.1.1. Only authorized personnel designated by the IC, Safety and/or Accident Investigation Board President and Readiness personnel will enter the crash site.

4.1.2. Upon confirmation of an actual aircraft mishap, Lajes Command Post will provide all pertinent mishap information to the emergency response team.

4.1.3. For AMC aircraft, the 729th Director of Operations will coordinate any required communications to the Air Mobility Command Logistics Readiness Center.

4.2. Maintenance Response. The CRT Chief will assemble team members by initiating recall of all section personnel and necessary equipment at Bldg T-810.

4.2.1. Assemble the following equipment (as required):

4.2.1.1. Tow vehicle and tow bar (aircraft specific).

4.2.1.2. 40-ton contracted crane (civilian contracted).

4.2.1.3. Crash trailers.

4.2.1.4. Assorted aircraft lifting devices.

4.2.1.5. Aircraft jacks. Limited aircraft jacks are available at Lajes. Aircraft specific jacks, if needed, will be requested through the incident aircraft's owning unit.

4.2.2. If needed, request additional personnel and equipment through communication manager.

4.2.3. Communication Manager contacts 65 LRS vehicle dispatch for a 40-foot flatbed trailer and truck to building T-822 and/or T-606 for the loading of additional crash recovery equipment. Individual will coordinate with CE Contracting or other base agencies to procure any additional equipment requirements (i.e. All Terrain (AT) forklift, bulldozer etc.) requested by the CRT Chief or IC.

4.2.4. CRT will stand-by until directed to the mishap scene by the IC.

5. Barrier Engagement Procedures. Guidance provided IAW 65 OSS/LCL002, Barrier Engagement Procedures, 28 Jan 2010.

6. F-16 Hydrazine Response Procedures. Guidance provided IAW 65 OSS/LCL004, Hydrazine Response Procedures, 28 Jan 2010, and CEMP 10-2.

7. Aircraft Hot Brake Procedures. Guidance provided IAW 65 OSS/LCL001, Hot Brake Procedures, 15 July 2010.

8. Crash Recovery Training.

8.1. Requirements: All CRT members will attend a crash recovery class for initial and quarterly crash recovery training by 65 OSS/MXZT personnel.

8.2. Course Requirements: Initial class includes theory and hands-on instruction on operation of crash recovery equipment. Quarterly training will include a lecture on two initial course topics. Update course attendance in respective training databases.

- 8.2.1. Airfield orientation.
- 8.2.2. Aircraft safety.
- 8.2.3. Personal hazards.
- 8.2.4. Composite materials.
- 8.2.5. Blood borne pathogens.
- 8.2.6. Hot brake procedures.
- 8.2.7. Wheel dolly procedures.
- 8.2.8. Lifting devices.
- 8.2.9. Towing procedures.
- 8.2.10. Barrier Extraction.

8.3. BE has designated respiratory protection for the CMT members. 65 OSS will identify new members of the CMT to BE for enrollment on the Respiratory Protection Program. This process must be completed prior to becoming a functioning member of the CMT. Elements of the program IAW AFOSHSTD 48-137, *Respiratory Protection Program*, include:

- 8.3.1. Medical clearance by a physician (must be accomplished prior to fit testing or use of any respirator).
- 8.3.2. Initial and annual fit testing by BE.
- 8.3.3. Written workplace specific program and workplace specific hazard training maintained by 65 OSS.

9. Equipment Inspections.

9.1. Equipment Custodian Responsibilities: CDDAR program managers will inspect and document inspections of equipment as required on AFTO Form 244. Ensure all lifting bags are inspected, cleaned, powdered and repaired IAW applicable lifting technical data or manufacture data.

9.2. Maintenance Superintendent/Transient Alert NCOIC Responsibilities. The Maintenance Superintendent, TA NCOIC and crash recovery program managers will conduct an annual review of the crash recovery equipment. This review will determine the adequacy of the present equipment. Document this inspection on AF Form 244.

9.3. Aerospace Ground Equipment Flight Responsibilities. AGE flight will be responsible for the periodic inspection and maintenance of the KUNZ recovery bag air compressor.

JOSE R. RIVERA, Colonel, USAF
Commander, 65th Air Base Wing

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

AFI 10-2501, *Air Force Emergency Management Program Planning and Operations*, 24 January 2007

AFI 21-101, CAF SUP 1, *Aircraft and Equipment Maintenance Management*, 28 December 2010

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

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

TO 00-105E-9, *Aerospace Emergency Rescue and Mishap Response Information*, 31 December 2008

LFI 48-1, *Respiratory Protection Program*, 5 December 2007

65 ABW Comprehensive Emergency Management Plan (CEMP) 10-2, 29 January 2008

65 OSS/LCL001, Hot Brake Procedures, 15 July 2010

65 OSS/LCL002, Barrier Engagement Procedures, 28 January 2010

65 OSS/LCL004, Hydrazine Response Procedures, 28 January 2010

Prescribed and Adopted Forms**Prescribed Forms:**

No Forms Prescribed

Adopted Forms:

AF Form 2411, Inspection Document, 1 April 2003

AF Form 847, Recommendation for Change of Publication, 22 September 2009

AFTO Form 244, Industrial/Support Equipment Record, 13 January 2011

AFTO Form 245, Industrial/Support Equipment Record (Continuation Sheet), 13 January 2011

Abbreviations and Acronyms

AB4—Air Base 4

ABU—Airman Battle Uniform

ABW—Air Base Wing

AFI—Air Force Instruction

AGE—Aerospace Ground Equipment

AT—All Terrain

AM Ops—Airfield Management Operations

AMS—Air Mobility Squadron

BE—Bioenvironmental Engineering
BDU—Battle Dress Uniform
BPA—Blanket Purchase Agreement
CBRN—Chemical, Biological, Radiological, and Nuclear
CDDAR—Crashed Damaged Disabled Aircraft Recovery
CE—Civil Engineering
CMT—Composite Material Team
CRT—Crash Recovery Team
CTK—Composite Tool Kit
EOD—Explosive Ordnance Disposal
FCC—Flying Crew Chief
FD—Fire Department
HAAZ—Headquarters Azorean Air Zone
IC—Incident Commander
ICC—Installation Command Center
IFE—In Flight Emergency
ISB—Incident Safety Board
MDS—Mission Design Series
NCOIC—Non Commissioned Officer in Charge
NIOSH—National Institute of Occupational Safety and Health
PPE—Personal Protective Equipment
PoAF—Portuguese Air Force
SCBA—Self Contained Breathing Apparatus
SFO—Senior Fire Officer
SIB—Safety Investigation Board
SME—Subject Matter Expert
TA—Transient Alert