

**BY ORDER OF THE COMMANDER
SPANGDAHLEM AB (USAFE)**

**SPANGDAHLEM AIR BASE
INSTRUCTION 21-108**



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Maintenance

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

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Air and Space Maintenance*. It establishes guidance to effectively respond to and recover crash damaged or disabled aircraft during normal and major aircraft emergencies/mishaps on or off Spangdahlem Air Base (Spangdahlem AB), Germany. It will be used in conjunction with Air Force Instruction (AFI) 21-101 Combat Air Force (CAF) Supplement, *Aircraft and Equipment Maintenance Management*, Spangdahlem AB Installation Emergency Management Plan 10-2; 52d Fighter Wing (52 FW) OPLAN 32-1, *52 FW Emergency Action Checklist* and *52 FW Local Checklists*. This instruction applies to all base agencies assigned disaster preparedness duties under 52 FW Installation Emergency Management Plan 10-2 (52 FW IEMP 10-2) and T.O. 00-105E-9. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFMAN 33-363_USAFESUP, *Management of Records*, and disposed of IAW the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/rims.cf> m. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF 847, *Recommendation for Change of Publication*; route AF 847s from the field through the appropriate functional's chain of command.

1. General. The 52d Equipment Maintenance Squadron Maintenance Flight (52 EMS/MXMT) has the primary responsibility for conducting CDDAR operations, as directed by the 52d

Maintenance Group Commander (52 MXG/CC). The 52 FW Maintenance Operations Center (MOC) will implement the 52 MXG/CC's instructions and will request support from transient alert home station/Major Command (MAJCOM) as required. Maintenance Flight will develop CDDAR procedures in coordination with the 52 FW Command Post (52 FW/CP), 52d Civil Engineer Squadron Fire Department (52 CES/CEF), 52 FW Ground Safety (52 FW/SEG), 52 CES Readiness and Emergency Management Flight (52 CES/CEX), 52d Medical Operations Squadron (MDOS), Bioenvironmental Engineering (52 AMDS/SGPB), 52d Security Forces Squadron Plans and Programs (52 SFS/S5P), 52 CES Explosive Ordnance Disposal Flight (52 CES/CED), 52d Operations Support Squadron Airfield Manager (52 OSS/OSAM) and other on/off base agencies as applicable.

2. Generalized CDDAR Responsibilities:

2.1. Supervisors at all levels must recognize the sources of hazards and apply appropriate safety practices to minimize their effect. There are an infinite number of possible emergency and crash recovery situations; therefore, specific procedures cannot be prescribed for every situation. All aircraft recovery actions are coordinated through the Emergency Support Function to the Incident Commander (IC). Practice/participation in 52 FW crash recovery exercises and implementation of operational risk management techniques are imperative for all emergency and crash recovery operations.

3. Definitions:

3.1. **Normal Responses:** Aircrew declared emergency requiring crash recovery team response but limited action in recovering the aircraft. **EXAMPLES:** Flight control malfunctions, radio failures, bird strikes, low fuel. Hung ordnance and gun malfunctions do not require crash recovery to respond unless specifically requested by IC.

3.2. **Major Responses:** Aircrew declared emergency requiring crash recovery team response and action in recovering/removing the aircraft. **EXAMPLES:** Landing gear extension failure, collapsed landing gear, blown tires, emergency power unit activation/hydrazine leaks/spills, hot brakes, hung flares, barrier engagement/cable arrestment, aircraft departs runway/taxiway and/or aircraft crashes.

3.3. **Incident Commander (IC):** Individual assigned responsibility for directing and coordinating all emergency response and recovery actions.

3.4. **Senior Fire Official (SFO):** Individual assigned responsibility for all fire fighting and rescue actions.

3.5. **Crash Recovery Team Chief (CRTC):** Individual assigned responsibility for managing the crash recovery program according to AFIs, 52 FW mission plans, and applicable host-tenant agreements. Qualified members will be familiar with the following documents: OPREP-3 reports requirements as published in AFI 10-206 and local Commander's Handbook for OPREP-3/CCIR reporting, AFI 21 -101CAFSUP 1, 52 FW/Base Support Agreement, 52 FW IEMP 10-2, and Local Checklist (LCL)-52 MXG-11, *Crash Recovery Response Checklist*.

3.6. **Crash Recovery Team Supervisor (CRTS):** Individual assigned responsibility for directing and coordinating aircraft recovery procedures and actions.

3.7. **Crash Recovery Team Member (CRTM):** Individual tasked to perform aircraft recovery duties.

3.8. The United States (US) Air Force F-16CJ aircraft is the primary Mission, Design, Series (MDS) assigned to 52 FW.

4. Responsibilities:

4.1. 52 EMS/MXMT Crash Recovery Section (52 EMS/MXMTM) is responsible for the training and equipment required to maintain the crash recovery program. The section chief or designated representative will assume the duties of CRTM.

4.2. The CRTM (Primary or Alternate) will:

4.2.1. Establish the 52 EMS CDDAR program and serve as OPR for the unit CDDAR Operating Instruction.

4.2.2. Review support agreements and the base disaster response plan on an annual basis. Provide inputs/changes as required.

4.2.3. Ensure CDDAR procedures are coordinated with the 52 FW/CP, 52 CES/CEF, 52 FW/SE, 52CES/CEX/CED/CEORHG, 52 SFS, 52 AMDS/SGPB, 52 OSS/OSAM, and on/off base agencies (as required).

4.2.4. Inform the 52 MXG/CC in writing of equipment shortages/serviceability that precludes effective CDDAR support/response.

4.2.5. Ensure sufficient personnel are trained to support CDDAR operations. This includes:

4.2.5.1. Basic equipment operation (e.g., light carts, generators, etc.).

4.2.5.2. Familiarization training on any unique characteristics/hazards/materials for assigned aircraft (e.g., F-16 EPU activation, hydrazine leak/spill, aircraft composite material). Ensure training is documented.

4.2.5.3. Proper use of Personal Protection Equipment (PPE) as determined by technical data and the base Bioenvironmental Engineer. Crash Recovery PPE gear listing and training qualification/information will be maintained at the 52 EMS Crash Recovery section.

4.2.5.4. Special qualifications for personnel. Ensure individual team member qualifications for specific equipment operations (e.g., lift bags, recovery 1 truck, tow vehicle) are identified and documented in the Career Field Education Training Plan, Air Force (AF) Form 797, *Job Qualification Standard Continuation/Command JQS*, or MIS as applicable.

4.2.5.5. Serviceable tools and support equipment for recovery operations (e.g., lift bags, slings, manifolds, tow bars, dunnage/shoring) are available. Maintain a list of all CDDAR tools and equipment.

4.2.6. Normal Responses: Assign an F-16 qualified Crash Recovery Team (CRT) consisting of at least two members including a Team Supervisor qualified to the seven-skill level (minimum). Two team members will be qualified as aircraft tow supervisor and tow vehicle operator, (the Team Supervisor can act as tow supervisor). The aircrew

member will act as a brake rider if mission/time constraints dictate. A member of the owning Aircraft Maintenance Unit (AMU) will, when requested, assist as the tow supervisor or tow vehicle operator.

4.2.7. Major Responses: Assign an F-16 qualified CRT consisting of at least three members including a Team Supervisor qualified to the seven-skill level (minimum). Two team members will be qualified as aircraft tow supervisor and tow vehicle operator, (the Team Supervisor can act as tow supervisor). The aircrew member will act as a brake rider if mission/time constraints dictate. A member of the owning AMU will, when requested, assist as the tow supervisor or tow vehicle operator.

4.2.8. Ensure a CRT is available during all scheduled flying hours (defined as any time that Spangdahlem aircraft are flying, weekends included) and standby crew is designated for all non-scheduled flying hours. A list of standby CRT members will be published weekly and furnished to the MOC, through 52 EMS supervision, on the standby duty roster. Refer to 52 EMS weekend duty standby listing.

4.2.9. Ensure the following equipment is centrally located and available for emergency dispatch:

4.2.9.1. General-purpose radio-equipped truck.

4.2.9.2. Trailer and tow vehicle (for storage and transportation of recovery equipment).

4.2.9.3. Aircraft tow vehicle.

4.2.9.4. Aircraft tow bars.

4.2.9.5. Slings, bellybands, snatch cables, chains, etc.

4.2.9.6. Dunnage/shoring

4.2.10. Ensure the 52 FW/CP is notified immediately of any emergencies that activate any portion of this plan.

4.3. **The CRT** responds to most In-Flight Emergencies (IFE) and Ground Emergencies (GE) with the exception of hung ordnances, unsafe guns, and fuel spills unless directly endangering an aircraft. Also, the CRT is responsible for removal of disabled, damaged and/or crashed aircraft from the active runway, taxiways or the areas on or off base. The CRT has responsibility for composite material mishap containment and cleanup. 52 AMDS/SGPB will work in conjunction with the CRT to recommend PPE and monitor health effects to individuals performing the operations.

4.4. **52 FW/CP will:**

4.4.1. Manage Wing level and above Command and Control (C2) for incidents relating to any portion of this plan.

4.4.2. Recommend activating the Crisis Action Team (CAT) and Emergency Operations Center (EOC), as required, for incidents relating to any portion of this plan.

4.4.3. Submit Operations Reports (OPREP-3s), storyboards and other formal notifications as required by CJCS, HAF, and USAFE reporting requirements related to

any incident (whether relating to 52 FW, tenant unit or other transient aircraft) that activates any portion of this plan.

4.5. **Fire Chief** shall provide fire protection/suppression capabilities as required during initial mishap response and throughout the duration of recovery operations. The fire chief or the most senior firefighter will serve as the initial Incident Commander for most incidents resulting from an aircraft crash, aircraft fire, or a declared In Flight Emergency (IFE). The fire chief or senior fire fighter will transfer incident command to the appointed Incident Commander/recovery operations chief when they arrive on the mishap site.

4.5.1. Aircraft removal/recovery will not commence until the IC or SFO has released the aircraft to the CRT.

4.6. **The 52 EMS** production superintendent will coordinate with the MOC for all CRTS support requests from on/off base agencies.

4.7. **The 52d Component Maintenance Squadron Fuels (52 CMS/MXMCF) section** will provide a Hydrazine Response Team (HRT) for all hydrazine related aircraft emergencies. The HRT is responsible for detection, neutralization and clean up of hydrazine leaks/spills IAW AFI 21-101CAFSUP 1.

4.8. **The 52 CES/CEF**, in conjunction with the 52 SFS, is responsible for establishing a cordon and notifying the MOC and 52 OSS/OSAM, who will in-turn notify other agencies to clear the area. The SFO may expand the cordon size as the situation warrants.

4.8.1. **52 SFS**, when directed by the SFO or IC, will establish and maintain a cordon and entry/exit control point until released by the SFO or IC.

4.9. **52 AMDS/SGPB** in conjunction with 52 CES/CEX will check the area for health hazards, hazardous vapors, etc., upon request by the IC.

4.10. **The 52 EMS Munitions Flight (52 EMS/MXMW)** will provide qualified individuals and 40-foot flat bed trailer or MHU-110 munitions trailer as needed for removal of munitions/explosives.

4.11. **The 52 AMXS Weapons Flight (52 AMXS/MXAAW)** will provide a qualified weapons load crew for download of all munitions/explosives upon request of IC/CRTS.

4.12. **The 52 EMS Aerospace Ground Equipment Flight (52 EMS/MXMG)** will provide ground equipment at the request of SFO, IC and/or CRTS. All equipment must be readily available for use during CDDAR operations.

4.13. **The 52d Logistics Readiness Squadron (52 LRS) Deployment and Distribution Flight, Vehicle Operations Element (52LRS/LGRDDO)** will provide qualified drivers and special purpose vehicles at the request of SFO, IC and/or CRTS. All vehicles and drivers must be readily available for use during CDDAR operations.

4.14. **MOC** will maintain a current MAJCOM/owning organization telephone roster of points of contact for aircraft transiting Spangdahlem AB. This roster will be used to notify the appropriate organization in the event of a mishap. MOC will be the focal point to relay information between the CRTS and the MAJCOM/owning organization.

4.15. The 726 AMS MOC will notify the appropriate headquarters and owning organization after initial response by the CRT. The Spangdahlem CRT does not have AMC aircraft

equipment or training. In case of an AMC incident at Spangdahlem or in the immediate surrounding area, the 52 EMS CRT will act as an initial responder (with 726st Air Mobility Squadron augmentees) to secure the area and perform safing actions. The 726 AMS MOC will notify 618 TACC/XOCL Scott AFB, Illinois DSN 312-779-0363 and request assistance as required per AMC/USAFE Command to Command Agreement.

5. Crash Recovery Response Procedures.

5.1. Normal Response:

5.1.1. The CRT will consist of a recovery supervisor and one other recovery team member. The owning AMU may augment for tow supervisor or tow vehicle operator if the CRT requires it. The CRTS will respond with one CRTM in the tow vehicle. The CRTS will establish and maintain radio contact with the SFO or IC on the fire/crash net.

5.1.2. If, upon landing, the aircraft stops on the active runway, the SFO or IC will determine if a fire or explosive hazard exists. Once the fire or explosive hazard is eliminated, the SFO or IC will normally clear the CRTS to begin recovery operations.

5.1.3. The CRT will establish interphone and/or hand signal communication with the aircraft commander. If no further assistance is required, the CRT will recommend to the IC to clear the aircraft to taxi to End of Runway (EOR) and be de-armed by the EOR crew. The SFO or IC will normally terminate the In-Flight Emergency (IFE).

5.1.4. If further assistance is required, the CRTS will supervise normal engine shutdown procedures on the runway. The CRT will, with the pilot as brake rider, tow the aircraft to an open parking location at either Bravo or Delta Arm/De-Arm pads. The EOR crew will respond to de-arm the aircraft. The CRTS will then contact the appropriate squadron, and based on mission requirements, either tow the aircraft to its designated location or request that the owning organization retrieve the aircraft from EOR. Once the aircraft has cleared the runway, the SFO or IC will normally terminate the IFE.

5.2. Major Response:

5.2.1. The CRT will consist of a recovery supervisor and two recovery members as a minimum. The CRTS will respond with one CRTM in the primary crash recovery vehicle. A second CRTM will standby with an aircraft tow vehicle for further guidance from the CRTS. If required, additional CRTMs will respond as necessary.

5.2.2. The CRTS will establish and maintain radio contact with the SFO or IC on the fire/crash net.

5.2.3. EPU Activations:

5.2.3.1. Upon landing the aircraft will taxi to designated hydrazine area where the SFO will establish a 300 foot radius cordon and the fire crash crew will install wheel chocks, landing gear safety pins, and perform engine shutdown procedures. The fire crash crew will egress the pilot. **NOTE: The SFO may expand the cordon size as warranted when hydrazine danger exists.**

5.2.3.2. The HRT supervisor will verify with the SFO that no fire or explosive hazard exists.

5.2.3.3. The HRT will replace the fire crash crew's safety pins with the aircraft safety pins and clear/safe the EPU system IAW LCL-52MXG-11 and LCL-52MXG-36.

5.2.3.4. Once the aircraft is declared clear/safe by the HRT supervisor, the HRT will contact the applicable AMU, via the MOC, for aircraft retrieval.

5.2.4. Hot Brakes:

5.2.4.1. The pilot, EOR crew, or CRT will be responsible for identifying potential or actual hot brake conditions.

5.2.4.2. When an aircraft is declared as having a potential/actual hot brake condition, the SFO or IC will establish a cordon and determine if a fire or explosive hazard exists. Once the fire or explosive hazard is eliminated the SFO or IC will normally clear the CRT to begin recovery operations. **CAUTION: It is impossible for the ground crew to avoid the hot brake and engine danger areas while installing the landing gear, EPU, wing tank pylon safety pins, or wheel chocks; therefore, the engine will be shutdown without installing the aircraft safety pins or wheel chocks.** (Reference Technical Order (T.O.) 1F-16CM-1, *Pilots Flight Manual*)

5.2.4.3. Prior to engine shutdown, the SFO will contact the pilot using Ultra High Frequency/Very High Frequency radio to confirm the EPU switch is in the "OFF" position and instruct the pilot to hold the aircraft in position using minimal brake.

5.2.4.4. The pilot will remain in the cockpit until the brakes have cooled sufficiently. If the pilot must be extracted, 52 CES/CEF personnel will chock the nose tire before pilot extraction, after confirming the aircraft has been shut down.

5.2.4.5. The SFO or IC will normally terminate the emergency and the CRT and one fire crash crew will monitor the aircraft.

5.2.4.6. After 45 minutes the CRT will approach the wheel area from the front or rear only to assess hot brake condition. If condition still exists, the CRT will re-inspect at 15 minute intervals until the hot brake condition no longer exists. When it is safe to approach the aircraft, the CRT will install the remainder of the safety pins and wheel chocks and EOR will de-arm the aircraft. The CRT will, based on mission requirements, request tow support from the owning squadron or tow aircraft to its designated location.

5.2.4.7. If mission demands require immediate movement of aircraft and internal thermal plugs do not relieve tire pressure sufficiently to eliminate explosion hazard, the aircraft will be taxied over pre-positioned spike plates and recovered IAW with Paragraph 5.2.6.

5.2.5. Hung Flare:

5.2.5.1. The IFE aircraft will taxi to arm/de-arm pad depending on approach angle and the SFO will establish a cordon and determine if a fire or explosive hazard exists. If the fire or explosive hazard is eliminated, the SFO or IC will normally clear the CRTS to begin recovery operations.

5.2.5.2. If the hazard could not be eliminated MOC will contact 52 CES/ CED with the location and nature of the emergency.

5.2.5.3. 52 CES/CED will coordinate the clearing/safing of the flare dispenser IAW applicable EOD 60 Series T.O.s with the IC. The SFO or IC will normally terminate the emergency once the flare is clear/safe.

5.2.5.4. The CRTS will establish interphone communication with the aircraft commander and supervise installation of the landing gear, EPU, wing tank pylon, and arresting hook safety pins.

5.2.5.5. The CRTS will supervise engine shutdown procedures and egress the pilot.

5.2.5.6. MOC will notify the applicable AMU to dispatch a tow team to tow the aircraft to its designated parking location.

5.2.6. Blown Tires:

5.2.6.1. If, upon landing, the aircraft stops on the active runway, the SFO or IC will determine if a fire or explosive hazard exists. Once the fire or explosive hazard is eliminated, the SFO or IC will normally clear the CRT to begin recovery operations.

5.2.6.2. The EOR crew will respond to de-arm the aircraft.

5.2.6.3. The CRTS will establish interphone/hand signal communication with the aircraft commander and supervise normal engine shutdown procedures. The pilot will egress the aircraft and the CRT will safe the aircraft for maintenance.

5.2.6.4. The CRT will recover the aircraft IAW applicable safety standards, T .O.s and instructions.

5.2.6.5. The CRT will tow the aircraft to an open parking location at either Bravo or Delta EOR pads. The CRTS will then contact the appropriate AMU to request the AMU send a tow crew to retrieve the aircraft from EOR. Once the aircraft has cleared the runway the SFO or IC will normally terminate the IFE.

5.2.7. Barrier Engagement/Cable Arrestment:

5.2.7.1. If the aircraft engages the barrier, the CRT will remain behind the fire safety vehicles until the aircraft is declared safe by the SFO or IC. The fire crash crew will determine if a fire or explosive hazard exists. Once the fire or explosive hazard is eliminated, the SFO or IC will normally clear the CRT to begin recovery operations.

5.2.7.2. The CRT will establish interphone and/or hand signal communication with the aircraft commander and install the arresting hook safety pin. If no further assistance is required the aircraft will be cleared to taxi to EOR. The SFO or IC will normally terminate the emergency.

5.2.7.3. If further assistance is required, the CRT will chock the aircraft, the EOR crew will respond to de-arm the aircraft, and the CRTS will supervise engine shutdown in the barrier.

5.2.7.4. The CRT will install the applicable safety pins and remove the aircraft from the barrier and the runway. Once the aircraft is off the runway, the SFO or IC will normally terminate the emergency.

5.2.8. Aircraft Departs Runway/Taxiway:

5.2.8.1. Once cleared by the SFO or IC, the HRT will check F-16 aircraft for hydrazine leaks or spills. If leaks or spills are detected, the HRT will clear/safe the area IAW LCL-52MXG-36, *F-16 Hydrazine Emergency Procedures for Leak Detection, Activated EPU Checks*.

5.2.8.2. The CRT will safe the aircraft for maintenance.

5.2.8.3. The CRTS will monitor munitions safety or removal by the applicable AMU.

5.2.8.4. The CRT will recover the aircraft IAW applicable safety standards, technical orders, instructions and direction of the IC or 52 MXG/CC

5.3. Transient Aircraft:

5.3.1. Transient Alert personnel will assist CRT with all transient aircraft emergencies and will supplement CRT upon request of CRTS or IC. Refer to T.O. 00-105E-9 for specific US Military and Civil aircraft hazards.

5.3.2. Should a transient fighter aircraft become damaged, disabled, or crash, the MOC will notify the appropriate MAJCOM/unit for further handling instructions once the incident area/crash site is determined safe and secure. If the owning unit is on Temporary Duty (TDY) at Spangdahlem AB, the MOC will notify the TDY unit and request an aircraft technician and specialized equipment be dispatched to the scene. The Dispatched Technician will report to the IC, SFO or CRTS.

5.3.3. Should a wide-bodied aircraft become damaged, disabled, or crash, the MOC will notify the appropriate MAJCOM/unit for further handling instructions once the incident area is determined safe and secure. Further actions will be accomplished IAW pre-established MAJCOM agreements, LCL-52MXG-11, *Crash Recovery Response Checklist*, or owning agency guidance.

5.4. Tenant Agencies:

5.4.1. The 52 EMS has overall responsibility for CDDAR operations. Tenant units are primarily responsible for assisting crash recovery operations with crew chief and specialist support, provide tow team and tow vehicle as required per AMC/USAFE Command to Command Agreement, to support the CRT. The 726 AMS will take charge of all emergency tow situations in the event an aircraft without structural damage requires removal from the active runway, to include IFE situations, hot brakes, blown or flat tires. The 52 EMS CRT will respond and render assistance as requested, however the 52 EMS CRT does not have heavy aircraft equipment or training. If an AMC aircraft has an incident, the 618 TACC/XOCL Scott AFB, Illinois DSN 312-779-0363 will be contacted via the MOC and request assistance through the major command. The 52 EMS CRT will only act as a first responder and render the site safe and secure.

6. On/Off-Base Recovery Procedures:

6.1. The 52 FW/CC, through Disaster Response Force, i.e., 52 FW Command Post (52 FW/CP), Unit Control Centers, Emergency Support Function and any specialized teams, coordinates on/off-base recovery actions. Refer to 52 FW Installation Emergency Management Plan 10-2, 52 FW Operation Plan 32-1, AFMAN 10-2504, AFI 91-203, applicable 48-Series AFOSHSTD's, T.O. 00-105E-9, T.O. 00-80C-1, and aircraft specific -2 and -3 T.O.s for agency/team responsibilities.

7. Additional Training and Certification Requirements for CRT Personnel:**7.1. Licensing Requirements:**

7.1.1. All CRTM will possess a valid AF 2293, *US Air Force Motor Vehicle Operator Identification Card*, and AF 483, *Certificate of Competency*, for airfield driving with the authorized airfield SAB stamp.

7.2. Annual Training Requirements:

7.2.1. All CRTM will be provided initial and recurring crash recovery training. Training will be updated in IMDS IAW AFI 21-101CAFSUP 1.

7.3. MDS Requirements:

7.3.1. All CRTM are specifically trained to recover the F-16CJ primary assigned aircraft.

7.3.2. All CRTM will, as a minimum, receive familiarization training on primary and tenant unit aircraft.

7.3.3. All CRTM will, as a minimum, receive aircraft familiarization training on any transient aircraft operating flying missions at Spangdahlem AB for an extended length of time, (i.e., 3 or more months), consisting of:

7.3.3.1. Specific aircraft -21 safety equipment locations and installation required to safe the aircraft in an emergency.

7.3.3.2. Aircraft Danger Areas: Engine inlet and exhaust(s) zones, flight control surface hazards, auxiliary power supply/unit exhaust port(s), and any other hazards CRT may encounter during an emergency response/recovery.

7.3.3.3. Training will be conducted by the transient unit, specific aircraft commander, flight crew and/or qualified aircraft crew chief(s).

8. Supplemental Procedures:

8.1. During wing deployments/contingencies to operational locations, this instruction will be implemented unless other directives are already in effect at the deployed location.

DAVID J. JULAZADEH, Colonel, USAF
Commander, 52d Fighter Wing

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

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

AFI 10-206, *Operational Reporting*, 06 September 2011

AFI 21-101CAFSUP 1, *Aircraft and Equipment Maintenance Management*, 11 July 2012

AFI 91-203, *Air Force Consolidated Safety Occupational Instruction*, 15 June 2012

AFMAN 10-2504, *Air Force Incident Management Guidance for Major Accidents and Natural Disasters*, 13 March 2013

AFMAN 33-363, *Management of Records*, 25 November 2008

T.O. 00-80C-1, *Crashed, Damaged, Disabled Aircraft Recovery Manual*, 5 October 2011

T.O. 00-105E-9, *Aircraft Emergency Rescue Information*, 31 March 2011

T.O. 1F-16C-2-1-1, *Cross Servicing Guide*, 1 August 2010

T.O. 1F-16CJ-3-1, *Aircraft Structural Repair*, 1 September 2012

52 FW IEMP 10-2, *52FW Installation Emergency Management Plan*, 8 July 2013

Prescribed Forms

No forms prescribed.

Adopted Forms

LCL-52MXG-36, *F-16 Hydrazine Emergency Procedures for Leak Detection, Activated EPU Checks*

LCL-52MXG-11, *Crash Recovery Plans*

AF Form 483, *Certificate of Competency*

AF Form 2293, *US Motor Vehicle Operator Identification Card*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFPD—Air Force Policy Directive

AMC—Air Mobility Command

AMDS—Bioenvironmental Engineering

AMU—Aircraft Maintenance Unit

CC—Commander

CDDAR—Crash, Damaged, Disabled Aircraft Recovery

CES—Civil Engineer Squadron

CES/CED—Explosive Ordnance Disposal Flight
CES/CEF—Fire Department
CES/CEX—Readiness and Emergency Management Flight
CP—Command Post
CRT—Crash Recovery Team
CRTC—Crash Recovery Team Chief
CRTM—Crash Recovery Team Member
CRTS—Crash Recovery Team Supervisor
EOD—Explosive Ordnance Disposal
EOR—End of Runway
EM—Emergency Management
EMS—Equipment Maintenance Squadron
EPU—Emergency Power Unit
FW—Fighter Wing
HRT—Hydrazine Response Team
IAW—In Accordance With
IC—Incident Commander
IFE—In-Flight Emergency
GE—Ground Emergency
LCL—Local Check List
LRS—Logistics Readiness Squadron
MAJCOM—Major Command
MDS—Mission, Design, Series
MOC—Maintenance Operations Center
MXG—Maintenance Group
OPLAN—Operations Plan
OPREP—Operational Reporting
OSS—Operation Support Squadron
OSAM—Operation Support Squadron Airfield Manager
OPR—Office of Primary Responsibility
PPE—Personal Protection Equipment
SAB—Spangdahlem Air Base

SFO—Senior Fire Official

SFS—Security Forces Squadron

TDY—Temporary Duty

T.O.—Technical Order

US—United States