

**BY ORDER OF THE COMMANDER
S 305TH AIR MOBILITY WING (AMC)
AND 87TH AIR BASE WING (AMC)**

**JOINT BASE MCGUIRE-DIX-
LAKEHURST INSTRUCTION 21-101**

19 MARCH 2026



Maintenance

**CRASHED, DAMAGED, OR DISABLED
AIRCRAFT RECOVERY
(CDDAR) PROGRAM**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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IAW DAFI 21-101, Chapter 11, this instruction establishes responsibilities, procedures, and operating instructions for recovery of Crashed, Damaged, or Disabled Aircraft involving host, tenant, or transient aircraft in the Joint Base McGuire-Dix-Lakehurst (JB MDL) area of responsibility. It will be utilized in conjunction with other agency policies and all applicable Technical Orders (TO). It applies to all JB MDL organizations and personnel that maintain aircraft, aircraft systems, equipment, support equipment, and components regardless of AFSC. Ensure that all records created, as a result of processes prescribed in this publication, are maintained In Accordance With (IAW) Air Force Instruction (AFI) 33-322, Management of Records, and disposed of IAW with the Air Force Records Information Management System (AFRIMS) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>. 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 appropriate functional's chain of command.

SUMMARY OF CHANGES

This document has been reviewed by all parties that are involved in an incident. Major changes include: responsibilities and procedures in the event of a Crashed, Damaged, or Disabled Aircraft.

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1. Responsibilities and Procedures.

1.1. Joint Base McGuire-Dix-Lakehurst will return to operational status as soon as practical after a mishap.

1.2. In the event of an aircraft crash, CDDAR personnel from the 305/514/108 MXG will respond when directed. Many other agencies must be involved to secure the area, provide necessary medical attention, and to catalog, photograph, and investigate the causes and effects of the incidents under the JB MDL IEMP 10-2, JB MDL Installation Emergency Management Plan, JB MDL MRP 91-13, JB MDL Mishap Response Plan, DAFI 91-204, Safety Investigations and Reports, TO 00- 80C-1 Crashed, Damaged, Disabled, Aircraft Recovery Manual, or any other pertinent regulations. This process may last several days. The Incident Commander (IC) may solicit advice from the maintenance team on how to proceed with a recovery effort. During this period maintenance's only role is to provide individuals to serve as aircraft experts to locate and identify certain aircraft components and to assist in determining the possible causes and effects of the crash.

1.3. Upon declaration of a pending or actual major aircraft accident in close proximity to the runway:

1.3.1. All accident response agencies will be notified IAW the JB MDL IEMP 10-2.

1.3.2. The 305 MXG/CC will implement impound procedures, as required, for all affected aircraft and equipment IAW AFI 21-101_AMCSUP_I, MAF Aircraft and Equipment Maintenance Management and local checklists.

1.3.3. Maintenance Operation Center (MOC) will:

1.3.3.1. Initiate required notifications IAW 305 MXG Quick Response Checklist (QRC) 02, Aircraft Crash.

1.3.3.2. Follow established Emergency Response Notification channels.

1.3.3.3. Designate one aircraft maintenance radio net as the primary maintenance recovery operation net. Only personnel directly involved in the recovery operation will switch to the designated recovery operation net.

1.3.3.4. Ensure radio traffic is held to essential transmissions during emergencies and enforce radio discipline during the recovery operation.

1.3.3.5. Lock out aircraft forms in FMxC2.

1.3.3.6. Notify 87th Logistics Readiness Squadron (LRS), Fuels Management (if applicable) to impound any fuel trucks used during ground operations (of the aircraft involved in the mishap) at JB MDL. Fuel trucks will remain impounded until the Impound Authority releases the vehicles.

1.3.3.7. Request dispatch of a tractor-trailer and driver/operator from Ground Transportation (87 LRS) at 754-3004 to transport the aircraft recovery trailer and other necessary equipment.

1.3.3.8. Notify the 305 Maintenance Squadron (MXS) Supervision and both 305 and 605 Aircraft Maintenance Squadron (AMXS) Supervision.

1.3.3.9. The 305th Maintenance Operation Control will initiate a formal recall to the Team Chief and/or alternate. Notification of this action will be provided to the 305 MXS Maintenance Superintendent, Production Superintendent, and the Repair and Reclamation (MXMTR) Shift Supervisor.

1.3.4. Bulldog 5 (305 AMXS)/Cobra 5 (305 MXS)/Blue Super/Gold Super (605 AMXS) will:

1.3.4.1. Secure the area. If necessary, contact the MOC to call security forces for assistance and establish a proper cordon area. Ensure nothing is moved or removed from the wreckage without permission of the IC. Note: Confirmed human remains should be left with the wreckage until the Interim Safety Board (ISB) investigators arrive.

1.3.4.2. Coordinate with the CDDAR Team Chief to establish a crash recovery team assembly point where all essential personnel will meet and await instructions from the IC and/or Recovery Operations Chief (ROC).

1.3.4.3. Take special care to ensure flight data recorder information is secured and proper handling procedures are complied with In Accordance With (IAW) DAFMAN 91-223, Aviation Safety Investigations and Reports.

1.3.4.4. Direct all media and other inquiries to the Base Public Affairs office.

1.3.5. The 305 MXS CDDAR personnel will:

1.3.5.1. Once alerted of a recovery operation by 305th Maintenance Operation Control, the primary CDDAR Team Chief will issue an immediate recall and assembly of the recovery team members.

1.3.5.2. The Team Chief will be the focal contact for all CDDAR operations and will make direct contact with the MXG Emergency Operations Center (EOC) Emergency Support Function (ESF) representative. Upon notification of recovery operation, all movement within the recovery area will be coordinated through the IC and/or ROC to ensure safe recovery of aircraft and safety to personnel.

1.3.5.3. CDDAR team members will report directly to the Crash Recovery Team Chief. If necessary, a second team and Team Chief will be identified to sustain extended operations.

1.3.6. The IC and/or ROC and EOC will develop a recovery plan. The 305 AMW CDDAR representatives will be utilized for all recoveries on USAF, DOD, NATO, Partner Nation, transient, and sister service aircraft weapon systems. After the initial evaluation, the CDDAR Team Chief will coordinate with the EOC and provide any assistance requested.

1.3.6.1. Recovery operations will proceed under the detailed instructions of DAFI 10-2501, Air Force Emergency Management (EM) Program and JB MDL IEMP 10-2 to ensure all functions work as a cohesive team utilizing detailed plans for maintenance activities, crash recovery and/or emergency aircraft removal procedures, specific aircraft technical data, and any other appropriate checklists.

1.3.7. The 87th Civil Engineer Squadron (87 CES) will:

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1.3.7.1. Provide emergency crash/fire response, as well as hazardous materials and spill containment capability beyond the scope of the unit spill teams.

1.3.7.2. Provide equipment and material support upon request. Items typically requested include heavy equipment, sandbags, concrete blocks, sump pumps, and penetrometer.

1.3.7.3. Provide additional equipment, within capabilities, as required by the CDDAR Team Chief and validated/approved through the EOC. If equipment requirements are unavailable 87 CES will coordinate with 87th Contracting Squadron to establish lease agreement(s) with local suppliers. Note: all wing assets will be checked for availability before proceeding with lease attempts. If available, wing assets will be prioritized toward CDDAR events.

1.3.7.4. Provide Explosive Ordnance Disposal (EOD) personnel to assist the 305 MXS CDDAR Team Chief in installing weapons safety pins on transient aircraft.

1.3.7.5. Should 87 CES no longer be able to provide support at any point, they will promptly notify the receiver if any equipment becomes unavailable for use and both units will explore alternative means to allocate assets to fulfill CDDAR requirements.

1.3.8. The 87th Logistics Readiness Squadron will:

1.3.8.1. Provide maintenance support to heavy equipment participating in the recovery operation, as directed by the EOC.

1.3.8.2. Work through the EOC to provide required equipment such as: Deliver the following: low riding trailers, all-terrain forklift, 40 ft. flatbed semitrailer and tractor. Additionally, at the request of the On-Scene Commander (OSC) or CDDAR Team Chief, provisions for distribution of support vehicles to transport CDDAR team members and any other equipment items required dependent upon area and terrain and must be available 24/7.

1.3.8.3. Coordinate through the EOC for contracting support on specialized equipment not available to support recovery operations.

1.3.8.4. Provide on-scene fuel servicing of recovery support equipment including heavy equipment.

1.3.8.5. Provide fuel sample/analysis of aircraft fuel IAW TO 42B-1-1 Paragraph 4.10.

1.3.8.6. In accordance with 00-80C-1 Chapter 2, paragraph 2.2.3.4, should LRS no longer be able to provide support at any point, they will promptly notify the receiver if any equipment becomes unavailable for use and both units will explore alternative means to allocate assets to fulfill CDDAR requirements.

1.4. Aircraft Movement Procedures:

1.4.1. WARNING: Damaged mishap aircraft or any parts, will not be moved until authorized and directed by the Mishap ISB President, Safety Investigation Board (SIB) President, or Wing Flight Safety Officer. Any movement of the aircraft from the site will be under direct supervision of the ISB/SIB President or ISB/SIB Investigating Officer IAW DoDI 6055.07 and AFI 51-307.

1.4.2. **WARNING:** Ensure that it is safe to approach the aircraft, all explosives, ejection seat cartridges, tires, fluids, flares, and munitions are de-armed, expended, or otherwise proclaimed safe by the Fire Department and EOD. EOD must be notified for further evaluation before an aircraft can be moved.

1.4.3. **WARNING:** Make sure the aircraft always remains stable and that personnel use extreme caution when working in and around a disabled aircraft.

1.4.4. **WARNING:** Due to the many unknown factors of airframe condition immediately following a crash landing, do not attempt to use special equipment or procedures not included in the specific aircraft technical orders, without approval from the specific aircraft weapon system manager. The owning agency of any transient will be contacted for technical advice pertaining to the specific aircraft.

1.4.5. Ground the aircraft and download any possible munitions/ordnance on the aircraft.

1.4.6. If safety issues warrant (i.e., ruptured fuel tank), remove aircraft batteries.

1.4.7. Remove all oxygen containers from the aircraft and bleed any oxygen from associated lines, if required.

1.4.8. For more common incidents that require CDDAR, such as blown tires, aircraft departing prepared surfaces, and major fuel spills, refer to applicable technical data. For KC-46, see 1C-46(K)A-2-07 Lifting, Jacking and Shoring, for C-17, see 1C-17-A-E58-00-0000-00001-01SA-A Disabled Aircraft and Special Maintenance, and for fuel spills, see TO 00-25- 172 Ground Servicing of Aircraft and Static Grounding/Bonding.

1.5. Specific Procedures for Aircraft Crash:

1.5.1. In the event of an aircraft crash, Maintenance Group personnel will respond only when directed. 305/514/108 MXG will provide individuals (for the investigation) to serve as aircraft experts to locate and identify certain aircraft components, and to assist in determining the possible causes and effects of the crash.

1.6. Procedures for Landing Gear Failure:

1.6.1. In the event of a C-17 or KC-46 gear up landing, consult applicable TO for crash handling procedures.

1.6.2. Before any ground handling activities take place on or around the aircraft, the CDDAR team will ensure that it is properly stabilized to prevent movement or shifting.

1.6.3. Before attempting to move the aircraft Production Supervisor, MXS Production Supervisor, and CDDAR team will evaluate the damage using criteria established in the applicable TO.

1.7. Procedures for aircraft recovery operations at JBMDL.

1.7.1. For any aircraft recovery, to include JBMDL owned assets and transient aircraft, 87 ABW Command Post will be notified of the requirement.

1.7.2. Command Post will contact the required personnel for recovery operations.

1.8. Weapon System comprised of composite material.

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1.8.1. CAUTION: Carbon epoxy filters act as irritants similar to fiberglass, when present in the moderate to heavy amounts. Personnel working with or around carbon fibers should be provided dust masks, gloves, and eye protection. Eating, drinking, and smoking around carbon epoxy fibers is prohibited.

2. Equipment.

2.1. The following equipment is essential for CDDAR operations and will be maintained/provided by offices indicated:

2.1.1. Aircraft lifting bags and control consoles. (305 MXS/MXMTR) Air compressors (MC-7), or equivalent. (305 MXS/AGE)

2.1.2. Applicable aircraft tug or equivalent. (305 AMXS for C-17 and 605 AMXS for KC-46)

2.1.3. Tow bars for assigned aircraft. (305 AMXS for C-17 and 605 AMXS for KC-46)

2.1.4. Light carts as required for night recovery operations. (305 MXS/AGE)

2.1.5. Composite dunnage/aircraft shoring. (305 MXS/MXMTR)

2.1.6. CDDAR Team personal protective equipment (PPE) (gloves, hard hats, reflective belts/vests, composite material protective equipment, IAW DAFMAN 91-203, TO 00-105E-9 and aircraft emergency rescue information), and other equipment deemed necessary by the CDDAR Team Chief. (305 MXS/MXMTR)

2.1.7. Tractor for CDDAR trailer operations. (87 LRS)

2.2. Equipment not on hand will be identified on a shortfall letter, which will be kept in the Maintenance Flight supervision office. When required, the equipment list will be forwarded to the MOC to coordinate through the EOC for availability.

3. Off-base Crash Recovery.

3.1. Upon notification of an off-base crash, the 305 MXS Production Supervisor, the 305 MXS/MXMTR shift supervisor, and the MOC will implement the crash recovery recall roster.

3.2. The CDDAR Team Chief and IC and/or ROC will analyze the recovery area and determine equipment requirements. Typical requirements would be:

3.2.1. One 10K all-terrain forklift. (87 LRS)

3.2.2. Two tractors and 40-foot trailers or larger for transporting equipment and wreckage (87 LRS).

3.2.3. One 10-ton wrecker for tow, boom, and winch recovery.

3.3. Under no circumstances will personnel or equipment be dispatched off-base if it jeopardizes on-base recovery operations, unless directed by the 305 AMW/CC or designated representative. Both on and off-base responses will be IAW JB MDL IEMP 10-2.

3.4. Do not remove or disturb equipment unless directed by the IC, ROC, and/or ISB/SIB President.

3.5. Once the wreckage is released to the CDDAR Team, augmented personnel from base resources will load the wreckage for return to McGuire Field. A facility large enough to house

wreckage will be identified by the 305 MXG/CC. It will be secured, allowing only essential and authorized personnel access.

3.6. The CDDAR Team Chief will assist in the development of a mishap site clean-up plan.

3.7. The CDDAR Team must be capable of deploying in support of assigned aircraft as directed by 305 AMW/CC and CAT in coordination with the EOC.

4. Transient Aircraft.

4.1. The 305 MXS Maintenance Flight will provide CDDAR support through the IC and/or ROC for recovery operations with the unit of assignment.

4.2. Transient Alert personnel will assist the 305 MXS CDDAR Team Chief with installing grounding pins on transient aircraft.

4.3. The 87 CES/EOD personnel will assist the 305 MXS CDDAR Team Chief with installing weapons safety pins on transient aircraft.

4.4. Transient Alert personnel will provide a tow vehicle operator to assist with towing disabled aircraft from active runways or taxiways.

4.5. All requirements for additional equipment and personnel will be coordinated through the 305 MXG representative in the EOC.

4.6. CDDAR will also be responsible for coordinating with the transients' home station if anything else is required to recover the aircraft.

5. Joint Base Assigned Aircraft Support.

5.1. Individual Joint Base flying units will conduct CDDAR IAW their specific service's requirements.

5.2. Each Joint Base flying unit will submit formal notification of an itemized list in writing to the 305 MXS CDDAR Team Chief of asset status that indicates excess, or shortage equipment items is completed and sent NLT 15 Sep. This will minimize disruptions and measure the capabilities of the Joint Base during the service's annual CDDR equipment inspection.

5.3. The 305 MXG personnel will assist the other joint base services with an aircraft incident as directed by the 305 AMW/CC. 305 MXG personnel will coordinate via the corresponding branch, which can be reached at the following numbers:

5.3.1. Air Force MOC: 754-4044 (24 hours)

5.3.2. Army Operations: 754-1858/0215/1060 (0700-1700 weekdays)

5.3.3. Marines Group Duty Officer: 562-8858 (24 hours)

5.3.4. Navy Fleet Logistics Support Squadron Duty Officer: 754-1890 (24 hours)

5.4. If assistance is requested and approved by the 305 AMW/CC, personnel will adhere to all operational safety standards set forth by Air Force regulations regardless of the branch of service for which assistance is being provided.

6. Training.

6.1. CDDAR Team Chief will provide initial and recurring annual training to CDDAR Team members.

6.2. CDDAR Team Chiefs will organize and participate in CDDAR training exercises as required.

6.3. CDDAR Team Chiefs and Maintenance Cadre that have completed abbreviated Instructor Training or prior T-Prefix Instructors will administer Annual and Augmentee training.

6.4. CDDAR Initial Training will be offered to all Repair and Reclamation personnel. Personnel assigned to other sections and squadrons will be permitted to attend on a space-available basis through the 305 Maintenance Training Section and an annual forecast of scheduled classes and projected students will be submitted to the Lead Team Chief

6.5. Advanced CDDAR Team Chief Course School Nominations at Volk Field Wisconsin can be submitted to the Lead CDDAR Team Chief at any time. A selection process panel will consist of the AMW Team Chiefs and Repair and Reclamation Leadership Team.

6.6. In accordance with the 80C-1 1.11.3 Maintenance Specialties. As there are a number of recovery tasks, varying personnel from the different career fields will be readily available and part of the CDDAR team to ensure a complete and safe recovery. This includes Crew Chiefs for each aircraft MDS permanently stationed at the installation, Avionic, Hydraulics, Electrical Systems, Egress, Propulsion, Fuels, Structures, Metals Technology, and Electronic Countermeasures if applicable. This is not limited to other outside agencies as deemed necessary by the Team Chief (i.e., AGE, Force Support Squadron, Aerial Port, Airfield Management, Security Forces, Fire Protection etc.) The minimum qualification as outlined IAW 80C-1 will be a technician of a journeyman skill level. Each functional area should maintain 1 each Craftsman (7 level) and 1 each Journeyman (5 level) qualified as a CDDAR team member. Members identified outbound due to assignments and/or removal from the team will notify the Team Chief and/ or alternate as soon as possible to ensure a replacement member can fill the roles, duties and responsibilities required to be part of the specialized team and/ or element.

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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 21-101_AMCSUP_1, *Aerospace Equipment Maintenance Management*

DAFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*

AFI 10-2501, *AF Emergency Management Program Planning and Operations*

AFI 51-307, *Aerospace and Ground Accident Investigations*

DoDI 6055.07, *Mishap Notification, Investigation, Reporting, and Record Keeping JB MDL IEM*

Plan 10-2, *Joint Base McGuire-Dix-Lakehurst Installation Emergency Management Plan*

TO 00-105E-9, *Emergency Rescue Information*

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFRIMS—Air Force Records Information Management System

AGE—Aerospace Ground Equipment

AMW—Air Mobility Wing

CDDAR—Crashed Damaged or Disabled Aircraft Recovery

DAFI—Department of the Air Force Instruction

DAFMAN—Department of the Air Force Manual

DOT—Department of Transportation

EOC—Emergency Operation Center

EOD—Explosive Ordnance Disposal

IAW—In Accordance With

IC—Incident Commander

JB MDL—Joint Base McGuire-Dix Lakehurst

MOC—Maintenance Operations Center

MXG—Maintenance Group

MXMTR—Repair and Reclamation

OPR—Office of Primary Responsibility

PPE—Personal Protective Equipment

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QRC—Quick Reaction Checklist

ROC—Recovery Operations Chief

TO—Technical Order