BY ORDER OF THE COMMANDER
DOBBINS AIR RESERVE BASE

DOBBINS AIR RESERVE BASE
INSTRUCTION 21-123

7 MAY 2014

Maintenance

CRASHED, DAMAGED, OR DISABLED AIRCRAFT RECOVERY (CDDAR)

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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(Col. Augusto Casado)

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Managing Aerospace Equipment Maintenance*. This instruction extends the guidance of Air Force Instruction (AFI) 21-101_AFRC SUP 1, *Aircraft and Equipment Maintenance Management*, and 94th Installation Emergency Management Plan 10-2. This instruction establishes individual responsibilities, restrictions, and documentation requirements for responsibilities and procedures necessary for Crash Damaged/ Disabled Aircraft Recovery (CDDAR) in the Dobbins Air Reserve Base (ARB) area of responsibility (AOR) to include all unit equipped and transient aircraft. Squadron commanders and maintenance supervisors are responsible for executing the group's CDDAR program in accordance with (IAW) this instruction. All agencies involved with recovery operations will ensure compliance with this instruction to ensure a cooperative, coordinated response to CDDAR situations. The 94th Maintenance Group supervisors will monitor the CDDAR program and assist squadrons as necessary. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force Information Management Tool (AF IMT) 847, *Recommendation for Change for Publication*; route AF IMTs 847 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 the Air Force Records Disposition Schedule (RDS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm.**

1. General. The 94th Maintenance Group (MXG) Commander is responsible for establishing a CDDAR program. The 94th Maintenance Squadron (94 MXS), Maintenance Flight will manage

the program and has the primary responsibility for conducting CDDAR operations. 94th MXS Maintenance Flight will develop CDDAR procedures in coordination with the Base Fire Emergency Services (FES), Safety, Civil Engineering (CE), Readiness, Explosive Ordnance Disposal (EOD), Security, Bioenvironmental Engineering (BEE), Airfield Manager and other on-/off-base agencies as applicable. The CDDAR Team must be prepared to rapidly deploy crash recovery equipment and personnel as deemed necessary by Headquarters, Air Force Reserve Command (HQ AFRC/A4MY). Primary considerations of the CDDAR team are to open the runway for operational use, to prevent secondary damage to disabled/incident aircraft and to preserve evidence for accident/mishap investigation IAW 94th Mishap Response Plan**,** AFI 91-202 and 91-204. Host and tenant commanders are responsible for ensuring adequate equipment is available for mobility/deployed operations.

2. Assigned Tenant, and Transient CDDAR Responsibilities.

2.1. The Incident Commander (IC) as determined by the Installation Emergency Management Plan 10-2 will:

2.1.1. Assume command at the incident until all emergency response actions are completed.

2.1.1.1. Transfer command to recovery organizations to include the CDDAR Team Chief when hazard mitigation is complete. The Emergency Operations Center (EOC) under the EOC Director develops a recovery plan, which is approved by the Installation Commander before it is implemented. The EOC Director assures expedient, cooperative responses to CDDAR situations by MXG, personnel, fire emergency services and other essential agencies.

2.2. All base organizations involved in crash recovery must be familiar with the 94th Installation Emergency Management Plan 10-2 and the 94th Mishap Response Plan. The responsibilities of each essential base organization for CDDAR response are as follows:

2.2.1. 94 Operation Group Commander will:

2.2.1.1. Suspend or close airfield/runway, taxiway, operations as required.

2.2.1.2. Maintain contact with the IC to maintain situational awareness of all airfield operations during emergency/recovery operations.

2.2.1.3. Dispatch airfield sweeper, when needed.

2.2.1.4. Open airfield/runway, taxiway, when all vehicles, obstructions and all related FOD has been removed from the Controlled Movement Area (CMA) and or in an imaginary surface of the airfield.

2.2.2. 94 Communications Squadron Commander will:

2.2.2.1. Ensure all assigned agencies have coordinated for access to the Land Mobile Radio, Ramp Net and Air Traffic Control Ground frequencies.

2.2.2.2. Ensure all call signs used on the airfield have been coordinated with the Airfield Manager for approval.

2.2.3. 94th Civil Engineering Fire, Emergency Services will:

2.2.3.1. Assume Incident Commander (IC) duties at Fire, HAZ-MAT and CBRNE on base accident/incident sites per Installation Emergency Management Plan 10-2 and AFI 10-2501.

2.2.3.2. The IC is the only POC at the accident/incident site. When the area is safe/secured, the IC responsibilities will be turned over to the CDDAR Team Chief. Fire, Emergency Services responsibilities are outlined in 94 AW Installation Emergency Management Plan 10-2.

2.2.4. 94th Security Forces Squadron (SFS) will:

2.2.4.1. Report and coordinate with the IC to implement responsibilities as outlined in the 94th Installation Emergency Management Plan 10-2, to control the vicinity of the mishap site.

2.2.5. 94th Civil Engineering Environmental Management will:

2.2.5.1. Advise the EOC of hazardous material handling procedures to include proper handling, collection, and disposal of lost/spilled fuels, oils, and/or lubricants. Use of DARB SPCC Plan should be used as needed.

2.2.5.2. The CDDAR Team will assist the hazardous material response responders with clean-up, recovery and disposal procedures for all hazardous materials per the DARB Hazardous Materials Emergency Planning and Response (HAZMAT) Plan and the Dobbins Waste Management for Shops manual for the proper containerization and disposal procedures for any regulated wastes generated.

2.2.6. 94th Base Bioenvironmental Engineering (BEE) will:

2.2.6.1. Advise the EOC Director of the type(s) of PPE required to perform recovery of an aircraft containing composite/hazardous materials.

2.2.6.2. In consultation with the CDDAR team chief will perform annual survey of CDDAR responsibilities and duties, and recommend appropriate PPE to be available to eliminate possible health hazards.

2.2.6.3. BEE will be available during crash recovery operation to advise on PPE and occupational health exposures/monitoring of personnel involved in CDDAR/clean-up operations.

2.2.7. 94th Base Safety Office will:

2.2.7.1. Advise EOC Director of Safety hazards and concerns to insure safe recovery operations.

2.2.7.2. Provide CDDAR team chief with assistance and guidance in obtaining resources as needed to rectify unsafe conditions on site.

2.2.7.3. Advise EOC Director of the type CLASS mishap, prior to FOD removal, sweeping, and or opening the runway/taxiway/airfield.

2.2.8. 94th Vehicle Operations section (LGTM) will:

2.2.8.1. Stand by to provide heavy equipment as directed by the EOC Director.

2.2.8.2. In the event of an off-base accident/incident, Vehicle Management may be requested to provide transport of the CDDAR equipment trailer to the site.

2.2.9. 94th Logistics Readiness Squadron, Fuels Management Flight (LGSF) will:

2.2.9.1. Stand by to provide de-fueling vehicle(s) as directed by the EOC Director.

2.2.10. 94th Munitions Section will:

2.2.10.1. Coordinate with the EOC to coordinate EOD support from regional EOD team concerning collection and disposal of all explosive ordinances per Installation Emergency Management Plan 10-2.

2.2.10.2. Contact 94th Electronic Counter Measure section (MXS/MXMVE) to assist with Flare/Chaff handling.

2.2.11. All Tenant Units:

2.2.11.1. Will publish a unit instruction containing specific responsibilities and procedures for CDDAR.

2.2.11.2. The Tenant Units will be actively involved in annual training to assist host base recovery operations.

2.2.11.3. Must provide Crash & Recovery equipment that is unique to their tenant owned and operated airframes and have qualified drivers to assist, as needed for aircraft recovery.

2.2.11.4. Must have land Mobile Radio contact with Base Operation (Ramp Net) and Air traffic Control (Ground).

2.2.12. 94th & Tenant Unit Production Superintendents will:

2.2.12.1. Initiate impoundment procedures, when directed, IAW applicable Operating Instructions.

2.2.12.2. Direct ground movement of any home station or transient aircraft the EOC Director requests to be moved to facilitate CDDAR operations.

2.2.12.3. Assist the CDDAR Team Chief as needed during recovery operations to include the recovery operations phase of tenant units. Ensure a tow team is available to the CDDAR team for any assistance necessary to aid in the recovery operation.

2.2.12.4. When directed, will contact 94th Logistics Readiness Squadron, Fuels Management Flight (LGSF) through the EOC, to impound any fuel trucks used during ground refueling operations with a mishap aircraft at home station.

2.2.13. The 94th Maintenance Squadron (MXS) will:

2.2.13.1. Provide a basic CDDAR team for In-Flight Emergencies (IFEs) and Ground Emergencies (GEs).

2.2.13.1.1. The basic CDDAR team will have at least three personnel consisting of at least one qualified CDDAR 7-level or above. The basic CDDAR team will consist of a tow super qualified CDDAR team supervisor, an additional CDDAR qualified member and a licensed tow vehicle operator.

2.2.13.1.2. Transient Alert may be tasked with providing personnel as outlined in paragraph 2.2.13.1.1. to assist in tow operation as needed during IFEs and GEs.

2.2.13.2. Dispatch the basic CDDAR team immediately if an emergency occurs during normal operating periods or duty hours. A basic CDDAR team will be on stand-by outside normal operating hours and will be recalled by the Maintenance Operations Center (MOC) and/or Command Post in the event of an aircraft emergency. If the emergency requires more than the basic CDDAR team, the CDDAR team chief will recall additional CDDAR team members as needed.

2.2.13.3. Upon notification by IC/EOC, dispatch a CDDAR team chief to an off-base accident site to evaluate personnel, equipment and tools needed for CDDAR operations.

2.2.13.4. Coordinate with current crane rental contractor and contracting representative if one is needed for CDDAR operations.

2.2.13.5. Ensure the CDDAR team conducts CDDAR operations in a minimum time period consistent with the following considerations: requirement to open runway for operational use, prevention of secondary damage to aircraft and preservation of evidence for mishap or accident investigation board.

2.2.13.6. Clear all aircraft off the active runway to allow the owning unit access to their aircraft and allow the CDDAR team to immediately regenerate. The owning unit will be responsible for completing the towing operation to the designated parking location.

2.2.13.7. In the event that a crashed, damaged, or disabled aircraft is on the runway the 94th AW/CC or designated representative will determine the degree of urgency required to clear the runway. If immediate aircraft removal priority is given, the EOC has the option of using heavy construction equipment for its removal. This action must be coordinated with Airfield Management. The EOC will direct the operation and assist as necessary to remove the aircraft from the runway as the situation warrants.

2.2.13.8. Maintain, inspect, and store CDDAR equipment. Required inspections will be tracked and documented on the items applicable AF Form 1800, AFTO Form 244, or AFTO Form 95 (as required). Inspections not required to be loaded in TAS will only be loaded in TAS at the Maintenance Flight Chief's direction. This equipment should include, but is not limited to:

2.2.13.8.1. Aircraft Tow Vehicle (MB-2, MB-4 etc.)

2.2.13.8.2. 7.5 to 15 Ton Tractor

2.2.13.8.3. 25-50 Foot Flatbed Trailer

2.2.13.8.4. Aircraft Air Bags

2.2.13.8.5. Aircraft Lifting Slings

2.2.13.8.6. Aircraft Jacks

2.2.13.8.7. Aircraft Towing Cables

2.2.13.8.8. Universal tow Bar

2.2.13.8.9. ACFT Skate

2.2.13.9. Coordinate through IC/EOC for assistance from the Army in case of an aircraft crash requiring helicopter retrieval of wreckage.

2.2.13.10. Coordinate through IC/EOC for assistance from the Navy/Coast Guard in case of an aircraft crash involving water retrieval of wreckage.

2.2.13.11. Provide Aerospace Ground Equipment (AGE) as needed for aircraft recovery to include:

2.2.13.11.1. NF-2/FL-1 Light cart (4 ea.)

2.2.13.11.2. MC-2A Low-Pack (2 ea.)

2.2.13.11.3. MC-7 Air Cart (1 ea.)

2.2.13.11.4. Air Bag Blower (2 ea.)

2.2.13.11.5. B-1 Maintenance Stand (2 ea.)

2.2.13.11.6. B-4 Maintenance Stand (2 ea.)

2.2.13.11.7. -60/-85 Generator Set (1 ea.)

2.2.13.11.8. Hydraulic Test Stand (1 ea.)

2.2.13.11.9. -10 Air Conditioner (1 ea.)

2.2.13.11.10. Aircraft Lifting Jacks (1 set)

2.2.13.11.11. MD-1 Aircraft Tow Bar (1 ea.)

2.2.13.11.12. Heaters (2 ea.)

2.2.13.12. Provide Aircraft Structural Maintenance and Metals Technology qualified personnel as needed for aircraft recovery.

2.2.13.13. Provide qualified Munitions and Armament personnel as needed for rendering safe and recovering weapons.

2.2.13.14. Provide Fuel Shop qualified personnel as needed for aircraft fuel problems hydrazine response.

2.2.13.15. Provide assistance on transient aircraft requiring CDDAR operations.

2.2.14. The owning Aircraft Maintenance Unit (AMU) or hosting AMU will:

2.2.14.1. When needed, remove external fuel tanks, travel pods, special purpose pods, pylons, missiles, chaff, flare, etc.

2.2.14.2. Supply CDDAR team with equipment, vehicles and personnel during multiple or simultaneous emergencies or as needed for CDDAR operations.

2.2.14.3. Provide an aircraft tow vehicle and a licensed tow vehicle operator during IFEs and GEs, if needed. Driver must have current AF IMT 483, Certificate of Competency, with Controlled Movement Area stamp.

2.2.15. 94th Maintenance Group CC will:

2.2.15.1. Direct CDDAR operations for the accident/incident aircraft; establish CDDAR capability IAW applicable mission design series (MDS) technical data and ensure resources and trained personnel are available to perform CDDAR responsibilities.

2.2.15.2. Appoint Maintenance CDDAR Team Chief who will ensure vehicle/ equipment requirements and recovery support equipment have 24-hour availability.

2.2.15.3. Provide the CDDAR team chief who will be a SNCO or civilian equivalent (MXG/CC may waive grade requirement to TSgt or civilian equivalent), approved by the MXG/CC, and tracked on the Special Certification Roster (SCR) as required by AFI 21-101, Para 14.10.5.8.1.

2.2.16. The 94th Maintenance Operations Center (MOC) will:

2.2.16.1. Immediately establish and maintain communications to act as the Aircraft Maintenance focal point for receipt and transfer of all in-flight or ground emergency information within the Dobbins ARB and surrounding area.

2.2.16.2. MOC shall contact all applicable agencies to respond as expeditiously as possible. When notified of a Crashed, Damaged, or Disabled Aircraft Recovery (CDDAR) operation, the senior controller will notify the 94th Maintenance Group Commander (94 MXG/CC) as directed by the IC/EOC, and key 94 MXG Supervision and the Crash Recovery Team chief. Notification will include type of aircraft, location, amount of fuel and/or explosives on board, and known extent of aircraft damage.

2.2.16.3. Direct all personnel to stay clear of the recovery site unless assistance requested by the incident commander.

2.2.17. 94th MXG Quality Assurance (QA) will:

2.2.17.1. Provide the CDDAR team with aircraft weight and balance information as required. 94th Quality Assurance Office will: Complete Aircraft Mishap Response Checklist extracted from 94 Installation Emergency Management Plan 10-2 and the DARB Mishap Response Plan.

2.2.17.2. Provide the CDDAR Team Chief with guidance concerning aircraft weight and
center of gravity computations for disabled/incident aircraft.

2.2.18. 94th MXG CDDAR Team Chief will:

2.2.18.1. Identify team members and specific positions, ensure initial training is provided, and conduct recovery training exercises on an annual basis to maintain proficiency.

2.2.18.2. Ensure members of the crash recovery team are trained to respond to common incidents requiring CDDAR.

2.2.18.3. Ensure sufficient personnel are trained on the use of airbag and/or sling recovery systems. Track initial and recurring training requirements in the MIS.

2.2.18.4. Maintain up to date point of contact listing for all team members. List will include contact numbers during duty and non-duty hours. CDDAR team listing will also identify CDDAR team position, AFSC, and any special qualifications. A current copy of the listing will be available in 94th MOC.

2.2.18.5. Conduct an annual briefing with all the agencies involved in the CDDAR process.

2.2.18.5.1. Ensure briefing outlines everyone's responsibilities for their respective area. A tabletop exercise will also be conducted in order to check validity of telephone numbers, exercise checklists, as well as personnel capabilities. There will also be a discussion on possible responses to a variety of different scenarios.

2.2.18.6. Maintain a CDDAR continuity book and review/update annually to assess personnel capabilities, exercise checklists, validity of home/business phone numbers, etc.

2.2.18.7. Ensure the CDDAR equipment is maintained and prepared to respond, and be prepared to rapidly deploy crash recovery equipment and personnel for 94 AW aircraft as directed by HQ AFRC/LGRC in order to recover AFRC assets. CDDAR support for Geographically Separate Units (GSUs) will be provided as required as directed by the 94 AW/CC.

2.2.18.8. Establish a crash recovery training program for team personnel and ensure sufficient team members are qualified in special handling procedures for hydrazine, composite material handling, and egress system deactivation procedures.

2.2.18.8.1. Personnel will accomplish annual training on assigned mission design series (MDS) aircraft. Actual aircraft emergencies can be substituted for the required training.

2.2.18.9. Direct and coordinate CDDAR operations as instructed by the EOC through the EOC Director, or 94 AW/CC.

2.2.18.9.1. The EOC will contact the CDDAR Team Chief when incident area is safe for recovery operations to begin. Prior to any recovery actions ensure that all hazards, including toxic materials, munitions, and radioactive materials are eliminated, and the aircraft and egress systems are made safe for recovery activities and investigation team members. Review and start the Crashed, Damaged, or Disabled Aircraft Recovery Team Chief Checklist. Evaluate the aircraft damage and prepare for recovery operations.

2.2.18.10. Ensure complete safety briefings are given daily, detailing hazards to personnel and equipment. Maintain continuous communications with the MXG/CC and MOC to keep them informed on the progress of the recovery operation, to include CDDAR team limitations. Document a locally devised CDDAR daily occurrence log to maintain a record of incident.

2.2.18.11. Ensure the crash recovery team members follow all applicable TOs and safety procedures while conducting aircraft recovery.

2.2.18.12. Ensure all members are current in required occupational health medical exams. Develop and maintain respiratory protection program shop guidance. Ensure all crash recovery team members meet all requirements of the base respiratory protection program (medically cleared, fit tested, and trained.)

3. Transient/Tenant Unit Aircraft Responsibilities:

3.1. CDDAR equipment on station is limited to assigned home station airframe.

3.2. CDDAR team chief will contact owning organization to obtain necessary expertise and guidance from appropriate sources. All team members will be briefed on special requirements/health and safety concerns associated with transient aircraft recovery.

3.3. All base organizations will provide assistance with transient aircraft (including civilian aircraft) recovery operations as directed.

3.3.1. Clay National Guard/AASF #2 will:

3.3.1.1. Provide a subject matter expert (SME) to advise CDDAR team during tenant and transient aircraft CDDAR operations.

3.3.1.2. Provide the CDDAR team with specific T.O.s, Job Guides, or Manuals.

3.3.1.3. Supply the equipment and personnel as needed for CDDAR operations.

3.3.2. The Army Reserve UC-35 Detachment will:

3.3.2.1. Provide a SME to advise CDDAR team during tenant and transient UC-35 CDDAR operations.

3.3.2.2. Provide the CDDAR team with UC-35 specific T.O.s, equipment and personnel as needed for CDDAR operations.

3.3.2.3. Ensure contract with L-3 is current for aircraft recovery upon release from Army Aviation Safety Representative.

3.3.3. Lockheed Martin will:

3.3.3.1. Provide basic CDDAR team for Lockheed controlled aircraft that are identified as IFEs or GEs.

3.3.3.2. Respond IAW the Lockheed Martin Aircraft Accident Response Plan; specifically sections 10.0, 11.0, and Appendices L and K.

3.3.3.3. Provide specific T.O.s, equipment, and a SME (to include sufficient manpower) to advise the CDDAR team during CDDAR operations of LMCO owned aircraft and if necessary, recover CDDAR assets.

4. Safety Considerations:

4.1. All 94 Base organizations must be aware of the following safety concerns present during crash recovery procedures.

4.2. All organizations MUST communicate and coordinate activities through the EOC during recovery operations.

4.3. **Note:** Operational Risk Management practices will be utilized and are paramount in all decision-making.

4.4. Prior to any recovery actions ensure any hazards, including toxic materials, munitions, and radioactive materials are eliminated, and the aircraft and egress systems are made safe for recovery activities and investigation team members. All base organizations should be familiar with safety/health hazards associated with any unique characteristics/hazards/materials for assigned aircraft (e.g. F-22, C-130 ballast depleted uranium, aircraft composite materials, etc.) and document training.

4.5. Personnel and equipment should remain outside the Controlled Movement Area unless authorized by ATC Ground.

4.6. Unmanned equipment should remain at least 200ft from taxiway edge and 100ft from runway edge. No equipment should be unmanned on the runway, taxiway, overrun, and in clear zones at the end of the runways, without prior coordination with Airfield Management.

4.7. **WARNING:** Incidents involving aircraft made up of a composite structure may cause serious injury or death to those in contact with it. Transient aircraft home bases and BEE must be contacted to determine composite material risks and requirements for personal protective equipment (PPE).

4.8. **CAUTION:** The crash site will only be disturbed to the extent necessary to eliminate a situation that is detrimental to the aircraft, support equipment, or personnel. The area will be maintained in an undisturbed state until the aircraft is released to maintenance by the appropriate authority. Once recovery actions begin, only personnel designated by the CDDAR team supervisor will enter the recovery area.

4.9. **CAUTION:** Always obtain necessary clearance for maintenance vehicles to cross active runways or taxiways to reach the recovery site if required.

4.10. **WARNING:** Aircrew egress/ejection systems must be de-activated/de-armed/safe prior to start of recovery operations to prevent personnel injury.

TIMOTHY E. TARCHICK, Colonel, USAFR
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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

AFI 10-2501_AFRCSUP, *Air Force Emergency Management (EM) Program Planning and Operations*, 6 February 2009

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 26 January 2012

AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, 09 April 2010

AFMAN 33-363, *Management of Records*, 1 March 2008

AFI 36-2251, *Management of Air Force Training Systems*, 5 June 2009

AFI 48-137, *Respiratory Protection Program*, 10 February 2005

AFI 91-202, *The US Air Force Mishap Prevention Program*, 5 August 2011

AFI 91-202_AFRCSUP, *The US Air Force Mishap Prevention Program*, 14 November 2012

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

DARB Installation Emergency Management Plan (IEMP) 10-2

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

T.O. 00-105E-9, *Aerospace Emergency Rescue and Mishap Response Information*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFIMS—Air Force Incident Management System

AFMAN—Air Force Manual

AFOSH—Air Force Occupational Safety and Health

AFOSHSTD—Air Force Occupational Safety and Health Standards

AFTO—Air Force Technical Order

AGE—Aerospace Ground Equipment

BEE—Bio-Environmental Engineering

C2—Command and Control

CC—Commander

CCS—Contamination Control Station

CDDAR—Crashed, Damaged, or Disabled Aircraft Recovery

CE—Civil Engineer

CONS—Contracting Squadron CTK—Composite Tool Kit

CRT—Crash Recovery Team

ECP—Entry Control Point

EOC—Emergency Operations Center

EOD—Explosive Ordnance Disposal

FES—Fire Emergency Services

FOD—Foreign Object Damage

GE—Ground Emergency

GPC—Government Purchase Card IAW—In Accordance With

IFE—In-Flight Emergency

IMDS—Integrated Maintenance Data System

IC—Incident Commander

JA—Judge Advocate

JBLE—Joint Base Langley Eustis MIL—Master Inventory List

MOC—Maintenance Operations Center

MXG—Maintenance Group

NASA—National Aeronautics and Space Administration

NDA—National Defense Area

OPR—Office of Primary Responsibility

OPREP—3-Operational Event/Incident Report

PMA—Portable Maintenance Aid

PPE—Personal Protective Equipment

PA—Public Affairs

ROC—Recovery Operation Chief

SJA—Staff Judge Advocate

SME—Subject Matter Expert

SNCO—Senior Non-Commissioned Officer

TBA—Training Business Area

Attachment 2

CDDAR TEAM CHIEF CHECKLIST

Type Aircraft_____ Tail# _____ Runway: _____ EST Land Time_____
Wind Speed: _____ Hazardous Cargo (Y/N) _____ Munitions(Y/N) _____
Map Coordinates #_____ ECP Coordinates_____Time _____
Notified: _____

— Collect required data prior to leaving shop

— Required Technical Data, 00-80C-1

— Crash Recovery Book (located in Aero-Repair Element Office)

— Equipment trailer as well as an all-terrain forklift if required

— Ensure required equipment is ready

— Jacks on jack trailer

— Plywood sheets/shoring

— Crash Recovery trailer is loaded

— Assemble team at designated assembly point.

— Brief team members of assigned duties

— Notified by proper channels (i.e., MOC, EOC, etc.) to respond to crash site.

— Debrief from incident commander

— Assess situation carefully

— Use ORM (refer to Operational Risk Management process guide in continuity book)

— Do not take risks to further endanger personnel

— Ask for inputs or advice, if needed

— Contact depot and notify of situation as required
DSN 336-5620, OC-ALC/LCRA for 130H series or, for another aircraft,
— Coordinate through QA and the owning agency for depot instructions

— Safety briefing for team member

— Ensure team members wear proper PPE (i.e. safety vests, reflective belts, hardhats)

— Ensure aircraft is defueled and safe to proceed

— Ensure Munitions, egress system are saved prior to recovery operations

— Verify safe center of gravity (coordinate through QA if required)

— Obtain Non-Organic supplies/resources such as shoring, plywood or other equip

— Time CDDAR Team Dispatched _____

— Time arrived on site _____

— Stand-by for directions from the Emergency Operations Center (EOC)

CDDAR VEHICLES:

1. 150 TON CRANE (OFF BASE ACQUISITION, **(SEE ATTACHMENT 3)** 24/7 AVAILABILITY
2. TRACTOR -TRUCK (AVAILABLE THROUGH VEHICLE MAINTENCE)
3. A FORKLIFT (AVAILABLE THROUGH VEHICLE MAINTENCE)

GROUND SUPPORT EQUIPMENT:

1. MC-7 AIR COMPRESSOR, LIGHTING UNITS, HEATERS, AIR CONDITIONING UNITS, GENERATORS.

Attachment 3

POINT OF CONTACT LIST – KEY PERSONNEL AND RESOURCES

1. AMC AIRCRAFT: TANKER AIRLIFT CONTROL CENTER (TACC), SCOTT AFB, ILLINOIS. **1-800-247-6625.**

2. AFRC CRASH RECOVERY SUPERINTENDENTS:
A) HQ AFRC/A4MY: DSN: 497-1645 **Comm:** 478-327-1645
B) 4AF/A4MY: DSN: 447-7643 **Comm:** 951-655-7643
C) 10AF/LGMA: DSN: 739-5155 **Comm:** 817-782-5189
D) 22AF/A4M: DSN: 625-3853 **Comm:** 678-655-3853

3. POWELL CRANE SERVICE: 404- 505- 9360 24/7

4. LOCKHEED MARTIN PHONE NUMBERS:

Flight Safety/Aviation Safety/Airworthiness

Mr. D.J. Alberico (W) 770-494-4861 (C) 678-446-5759
Mr. Bill Lamb (W) 770-494-0628 (C) 770-294-6575
Security (W) 770-494-3244
Fire Dept. Dispatch Lockheed Martin Flight-line (W) 770-494-3473
Fire Department (W) 770-793-4050
Greg Myers DCMA GFR (W) 770-494-3128 (C) 404-219-1133
Flight Operations: (W) 770-494-2556

5. CLAY NATIONAL GUARD
Major Christopher Buck, Supervisory IP, AASF2 (W) 678-569-6604
(WC) 404-326-3623

6. ARMY RESERVE/UC-35
Mr. James Soltani (W) 678-655-5285 (ext 1) (WC) 678-467-0047
Noel Thomas, Facility IP (W) 678-655-5285 (ext 223) (WC) 240-925-2179
Bob Taranto, L-3 Site Supervisor
(W) 678-655-5285 (ext 250) (WC) 912-224-1330