

**BY ORDER OF THE COMMANDER  
14TH FLYING TRAINING WING  
(AETC)**

**COLUMBUS AIR FORCE BASE  
INSTRUCTION 21-102**

**7 FEBRUARY 2024**



**MAINTENANCE**

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

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements the Columbus Air Force Base Commander's policies for the Crashed, Damaged, or Disabled Aircraft Recovery (CDDAR) program per AFI21-101 AETC\_SUP, *Aircraft and Equipment Maintenance Management*, DAFI 91-204, *Safety Investigations and Reports*, T.O. 00-80C-1, CAFB 10-2, *Comprehensive Emergency Management Plan*, and CAFB 91-1, *Aircraft Mishap Response Plan*. It applies to all military, civilians, and contractors working near aircraft, munitions, AGE, engines, or components. It applies to the 14th FTW including geographically separated units, Air Force Reserve Command and Air National Guard units. When guidance in this publication conflicts with tenant unit command, or headquarters guidance the more restrictive guidance will take precedence. Additionally, all prescribing AFIs, Technical Orders, and Local Procedures will be followed. Any questions or concerns with the content of this instruction shall be directed to the Office of Primary Responsibility and/or your immediate supervision. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual AFMAN 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at [https://www.my.af.mil/afirms/afirms/afirms/rds/rds\\_series.cfm](https://www.my.af.mil/afirms/afirms/afirms/rds/rds_series.cfm). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using Department of the Air Force (DAF) Form 847, *Recommendation for Change of Publication*; route Department of the Air Force Forms 847 from the field through the appropriate functional chain of command.

## 1. Overview.

1.1. The Crashed, Damaged, Disabled Aircraft Recovery (CDDAR) Program is established to recover damaged or disabled aircraft in minimum time to return Columbus AFB to operational status as soon as possible after a mishap. The CDDAR program will be designed with the following considerations in mind:

1.1.1. The requirement to safely and efficiently reopen the runway for operational use.

1.1.2. Prevention of secondary damage to the aircraft.

1.1.3. Preservation of evidence for mishap investigation.

1.1.4. Safety of personnel involved with recovery operations.

1.2. The aircraft maintenance contractor is responsible for supporting CDDAR requirements for Columbus AFB that involve 14 FTW assigned, as well as transient aircraft of like Mission Design Series (MDS) aircraft.

1.2.1. This Crash Recovery Program is a combined effort of the aircraft maintenance contractor and 14 FTW support agencies.

1.3. Each organization will provide manpower and expertise within its respective specialties that can recover and, if necessary, reclaim a mishap aircraft.

## 2. Roles and Responsibilities.

2.1. When notified of a crashed, damaged, or disabled aircraft, either on Columbus AFB or within the assigned area of responsibility, the aircraft maintenance contractor will assemble the required CDDAR team members and await instruction from the appointed Incident Commander (IC) and/or Program Manager (PM).

2.2. The following base agencies: Fire Department, Safety, Civil Engineer Squadron (CES), Emergency Management (CEX), Security Forces, Bioenvironmental Engineering (BEE), Airfield Manager, and other on-/off-base agencies will respond as required IAW CAFB 10-2, Comprehensive Emergency Management Plan, CAFB 91-1, Aircraft Mishap Response Plan, as well as other supporting plans, directives, or documents.

2.2.1. The contractor will provide limited support for specific Mission Design Series (MDS) equipment or airframe outside of their area of expertise.

2.2.2. The owning organization will be contacted to provide recovery operations beyond the Columbus AFB maintenance contractor's capabilities.

2.2.3. The 14 FTW and the maintenance contractor will provide initial emergency response and security while waiting for the owning flying unit CDDAR response team.

2.3. Support is not available on Columbus AFB for hydrazine (H-70) response/spills. Furthermore, composite recovery operations are not available for other than T-6 aircraft.

2.4. Aircraft maintenance contractor personnel will respond to and support the recovery of transient aircraft when release has been granted by the aircraft owner/owning agency. These type responses are limited to procedures such as airbag lifting, jacking, and limited towing capability.

2.4.1. If the recovery is beyond the scope of the 14 FTW capabilities due to lack of specific Mission Design Series (MDS) equipment or airframe expertise, the IC will work through the Emergency Operations Center (EOC) to coordinate with the owning MAJCOM/Unit for assistance.

2.5. The aircraft maintenance contractor will provide qualified personnel for all CDDAR team positions to include team chiefs (T-1, T-6, T-38), team members (T-1, T-6, T-38), crane operators, and applicable general and special purpose vehicle operators appointed by the Director of Maintenance (DOM).

2.6. The contracted aircraft maintenance service provider will ensure sufficient personnel are available during all periods of flying and will have a plan in place to recall a full crash recovery team during periods outside of prescribed duty hours.

2.6.1. When recalled outside duty hours, the assigned team will have two (2) hours to arrive following the notification to report.

2.7. Columbus AFB aircraft specific procedures are detailed in applicable technical orders and contracted aircraft maintenance service provider's Maintenance Instructions and/or Standard Operating Procedures may also apply.

2.8. Only authorized personnel, as determined by the IC, may operate using the land mobile radio "crash net."

### **3. Explosive Ordnance Disposal (EOD).**

3.1. Columbus AFB does not have EOD capabilities. Little Rock AFB, Arkansas will be contacted IAW CAFB and LRAFB Support Agreements, CAFB 10-2, Comprehensive Emergency Management Plan, CAFB 91-1, Aircraft Mishap Response Plan, as well as other supporting plans or documents.

### **4. CDDAR Procedures.**

4.1. When an aircraft becomes damaged, the aircraft maintenance contractor's Maintenance Operation Center (MOC), once notified, will run all applicable emergency action checklists.

4.2. The contractor will assemble the required CDDAR team members and await official release from competent authority before any recovery efforts begin. This authority may be the IC, Fire Chief, or Safety Office.

4.2.1. Under no circumstances will recovery operations begin until this release has been granted.

4.3. The aircraft maintenance contractor's CDDAR team chief must gain prior approval from the IC prior to conducting aircraft removal/recovery operations.

4.4. For off-station CDDAR support, all requirements, will be adhered to under the direction of the assigned IC or PM.

4.5. The aircraft maintenance contractor's CDDAR team chief will maintain contact with the IC at all times.

4.5.1. During initial response to an aircraft emergency, the IC will determine if the aircraft is safe prior to releasing the aircraft for maintenance or recovery. Until IC releases the aircraft, no one will approach the aircraft without direction from the IC.

4.5.2. Aircraft with explosive devices including, but not limited to, crew escape systems, explosive carts, or weapons systems must be deemed explosive safe by LRAFB EOD personnel, as described in Section 3, prior to releasing the aircraft for recovery operations.

4.6. After the aircraft has been deemed safe, the IC will authorize entry of essential CDDAR personnel.

## **5. Disabled Aircraft.**

5.1. For disabled aircraft, the aircraft maintenance contractor will respond to the scene and determine the most expeditious means to recover the aircraft to the maintenance area.

5.1.1. This includes the use of Buddy Wheels, towing, and off prepared surface movement when there is no other damage reported.

5.2. Aircraft movement will only be attempted after release from the IC, Fire Chief, Safety Office, or PM.

## **6. Vehicles.**

6.1. Only essential and required vehicles and personnel will respond to aircraft emergencies.

6.2. All vehicles, with the exception of emergency response vehicles, will remain clear of the aircraft. This does not prohibit essential vehicles (such as tow vehicles) from positioning themselves nearby (as directed by the IC) for immediate use.

6.2.1. The IC must release the aircraft or direct specific actions before any vehicles, other than emergency response vehicles, approach the aircraft.

6.3. Maintenance Operations Center (MOC) will advise the appropriate crash recovery team/tow team to stand by and await further instructions.

6.4. Responding vehicle operators must be certified to drive on the Columbus AFB airfield and possess a valid Columbus AFB airfield driver's license. Vehicle operators will position their vehicles so as not to impede movement or vision of the responding crash vehicles or personnel.

6.4.1. Vehicle operators that need to enter controlled movement areas (CMA) must be certified by airfield managers and have CMA stamped on their licenses. Others, without CMA access, must be escorted into CMA areas by approved personnel.

6.5. Vehicles that are not considered emergency response will need to be positioned in the staging area outside the incident Entry Control Point (ECP) or CMA until requested by the IC.

6.6. Personnel and vehicles not required for response will clear the area whereas not to interfere with emergency operations. If necessary, the IC will direct Security Forces members to clear the area of nonessential personnel and vehicles.

## **7. Rapid Removal of Aircraft on a Runway or Taxiway.**

7.1. During normal flying periods, disabled aircraft will be removed as safely and quickly as possible after release by the IC.

7.2. Damaged aircraft will be removed as soon as possible depending on structural condition, equipment requirements, etc.

7.2.1. Damaged aircraft will be removed from the runway in a minimum time period consistent with the following:

7.2.1.1. Personnel safety.

7.2.1.2. Prevention of secondary damage to aircraft.

7.2.1.3. Preservation of evidence for mishap or accident investigations.

## **8. Training.**

8.1. Initial and annual training will be current and documented at all times IAW DAFI 21-101, MAJCOM Supplements, and applicable local directives.

8.2. The Columbus AFB aircraft maintenance contractor will maintain the capability to support a CDDAR program in accordance with DAFI 21-101, MAJCOM Supplements, applicable technical orders, and Columbus OPLANs.

## **9. CDDAR Exercises.**

9.1. An annual CDDAR exercise will be conducted for all assigned MDS.

9.1.1. This requirement will be tracked by the assigned maintenance contractor and coordinated through the 14th FTW/MAQ.

9.1.2. Columbus AFB CEX office shall be contacted as necessary for the scheduling of CDDAR exercises.

9.2. The CDDAR team chief will notify the contract aircraft maintenance quality management representative, 14th FTW Ground Safety, 14th CES Emergency Management Flight, and a 14th FTW Aircraft Maintenance Contracting Officer's Representative with the time and place of CDDAR exercise.

## **10. Equipment Requirements.**

10.1. The 14th FTW aircraft maintenance contractor possesses all required slings, jacks, hand tools, and vehicles to perform CDDAR responsibilities for 14th FTW assigned aircraft. Additional possible support requirements may also include:

10.1.1. Escort for contractor vehicles onto the airfield when Airfield Management is not available.

10.1.2. Tractor Truck and Flatbed Trailer w/operator – 40 foot minimum.

10.1.3. Portable lighting units.

10.1.4. All terrain forklift with qualified operator.

10.2. The aircraft maintenance contractor, in coordination with Contractor Operated and Maintained Base Supply (COMBS) for T-1 and T-6 aircraft, will maintain sufficient CDDAR support equipment and materials to fully support CDDAR capabilities for Columbus AFB aircraft.

10.3. The aircraft maintenance contractor will perform or coordinate required inspections and testing on all assigned CDDAR equipment. Inspect all recovery equipment for serviceability before and after each exercise and use.

10.4. Periodic CDDAR equipment inspections must be accomplished IAW intervals established in applicable TO's, or annually, as a minimum if no establish intervals exist.

10.4.1. Inspections and testing will be documented, and the contractor will make documentation available upon request.

10.4.2. COMBS support equipment will be inspected and documented by COMBS IAW their contract requirements.

10.5. The aircraft maintenance contractor will maintain a list of available CDDAR equipment.

10.5.1. The aircraft maintenance contractor will perform and document a prior to use inspection prior to use of CDDAR equipment.

10.5.1.1. The aircraft maintenance contractor will perform a pre-use inspection and ensure all scheduled inspections and maintenance have been performed and documented by appropriate agencies prior to lifting CDDAR training equipment or aircraft.

10.5.2. At a minimum, equipment will be inspected annually and documented in accordance with directives.

JUSTIN T GRIEVE, Colonel, USAF  
Commander

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

DAFI 21-101, *Aircraft and Equipment Maintenance Management*, 16 January 2020

AFI 21-101\_AETCSUP, *Aircraft and Equipment Maintenance Management*, 10 August 2020

DAFI 91-202, *Mishap Prevention Program*, 11 March 2020

CAFB 91-1, *Mishap Response Plan*, 31 October 2018

CAFB 10-2, *Comprehensive Emergency Management Plan*, 1 April 2012

***Prescribed Forms***

None

***Adopted Forms***

DAF Form 847, *Recommendation for Change of Publication*

***Abbreviations and Acronyms***

**AM**—Airfield Manager

**BEE**—Bioenvironmental Engineering

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

**CEX**—Emergency Management

**CMA**—Controlled Movement Area

**COMBS**—Contractor Operated and Maintained Base Supply

**DOM**—Director of Maintenance

**ECP**—Entry Control Point

**EOC**—Emergency Operations Center

**EOD**—Explosive Ordnance Disposal

**FTW**—Flying Training Wing

**IAW**—In Accordance With

**IC**—Incident Commander

**MDS**—Mission Design Series

**MOC**—Maintenance Operations Center

**OPLAN**—Operational Plan

**PM**—Program Manager

**TO**—Technical Order