

**BY ORDER OF THE COMMANDER  
DYESS AIR FORCE BASE**

**DYESS AIR FORCE BASE  
INSTRUCTION 21-1002**



**17 JULY 2024**

**Maintenance**

**CRASHED DAMAGED DISABLED  
AIRCRAFT (CCDAR) PROGRAM**

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(Colonel Joshua M. Pope)

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Maintenance of Military Materiel*, and is used in conjunction with Department of the Air Force Instruction (DAFI) 21-101, *Aircraft and Equipment Maintenance Management*; DAFI 21-103, *Equipment Inventory, Status and Utilization Reporting*; Technical Order (TO) 00-105E-9, *Aerospace Emergency Rescue and Mishap Response Information*; Air Force Occupational Safety and Health Standard (AFOSHSTD) 48137, *Respiratory Protection Program*; DAFMAN (Department of the Air Force Manual) 91-203, *Air Force Occupational Safety Fire and Health Standards*; Air Force Instruction (AFI) 32-2001, *Fire Emergency Services Program*; TO 4B-1-1, *Use of Landing Wheel Brakes and Wheels During Ground Operations*, applicable aircraft specific Dash 2 and Dash 3 series T.O.s, and TO 00-80C-1, *Crashed, Damaged, Disabled Aircraft Recovery Manual*. It establishes responsibilities and procedures for recovery of crashed and disabled aircraft. This instruction applies to maintenance activities within the 7th Bomb Wing (7 BW). 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 Forms 847 from the field through the appropriate functional chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFI 33-322, *Records Management and Information Governance Program*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).

## ***SUMMARY OF CHANGES***

This document was edited to align with current guidance and improve formatting. Reformatted and made numerous corrections for clarity, formatting, elimination of duplication, and paragraph numbering. Overall substantive content remained unchanged.

**1. CDDAR Responsibilities** . The organizations listed below are assigned the following responsibilities during a CDDAR response, as required. (**WARNING:** Prior to any crash recovery operation, ensure that it is safe to approach the aircraft. Ensure all explosives, ejection seats, cartridges and flares are de-armed, expended, or proclaimed safe by the Fire Department and/or Explosive Ordnance Disposal (EOD). Ensure all hazardous material situations are secured prior to starting any crash recovery operation.)

### **1.1. 7th Bomb Wing (7 BW).**

#### 1.1.1. 7 BW Safety Office (7 BW/SE) will:

1.1.1.1. Initiate safety and aircraft investigation requirements in accordance with DAFI 91-204, *Safety Investigations and Reports*.

1.1.1.2. Coordinate with the Incident Commander (IC) and CDDAR Team Chief during recovery operations.

### **1.2. 7th Operations Group (7 OG).**

1.2.1. 7th Operations Support Squadron Airfield Operations Flight (7 OSS/OSA) will notify the 7th Bomb Wing Command Post (7 BW/CP), 7th Maintenance Group Maintenance Operations Center (7 MXG/MOC), 7th Security Forces Squadron (7 SFS), Emergency Management, EOD, and 7 BW/SE via the Secondary Crash Net (SCN) that an incident has occurred that requires a CDDAR response. AMOPS will also publish a "Notice to Airmen" (NOTAM), as applicable.

### **1.3. 7th Maintenance Group (7 MXG).**

1.3.1. The 7 MXG Commander (7 MXG/CC) is responsible for the Dyess Air Force Base Crash Recovery Program and ensures a support plan is developed that establishes unit crash recovery capabilities, including providing sufficient personnel qualified for CDDAR operations.

1.3.1.1. Key positions within the crash recovery team are the Incident Commander, CDDAR Team Chief, and CDDAR Team Members.

1.3.1.2. The CDDAR Team Chief will notify the 7th Logistics Readiness Squadron Vehicle Management Flight and Ground Transportation Section of any vehicle support requirements. Upon notification of an incident, the Ground Transportation Section will immediately dispatch a 10T tractor and 40-foot trailer and driver to the Northeast side of Building 5020.

#### 1.3.2. The 7th Maintenance Group Maintenance Operations Center will:

1.3.2.1. Initiate recall in accordance with applicable Emergency Action Checklists.

- 1.3.2.2. Provide the CDDAR team with all available information such as aircraft type, location, fuel load, and munitions configuration.
- 1.3.3. Equipment and materials listed in this regulation should be on hand or requisitioned from outside sources to expedite aircraft recovery operations.
- 1.3.4. Personnel not engaged in the investigation must remain outside of the accident/investigation area. The CDDAR Team may perform tasks only as required/directed by the investigation board.
- 1.3.5. All units should accomplish requirements of AFMAN 10-2502, *Air Force Incident Management System Standards and Procedures*, and keep procedures in place until no longer required as determined by the IC and CDDAR Team Chief.
- 1.3.6. The 7th Equipment Maintenance Squadron (7 EMS) will:
  - 1.3.6.1. Be responsible for the recovery of crashed, damaged, or disabled aircraft on-base or off-base within the Dyess Air Force Base (DAFB) area of responsibility.
  - 1.3.6.2. Ensure compliance with CDDAR program responsibilities. The Repair and Reclamation Section Non-commissioned Officer in Charge or appointed designee will serve as the CDDAR Team Chief. See [Attachment 2](#) for the necessary CDDAR Team Chief training requirements. See [Attachment 3](#) for team member training requirements.
  - 1.3.6.3. Ensure the Aerospace Ground Equipment Flight provides the Aerospace Ground Equipment (AGE) listed in [Paragraph 2.4](#) or as required. They will also provide a technician to maintain and operate powered AGE during recovery operations.
- 1.3.7. 7th Component Maintenance Squadron Egress Section (7 CMS/MXMCG) will provide fully qualified technicians to safe aircraft egress components, when requested by CDDAR Team Chief.
- 1.3.8. Bomber Generation Squadrons (BGS) will:
  - 1.3.8.1. Be responsible for supplying maintenance personnel to assist in recovery operations if the aircraft is assigned to their squadron.
  - 1.3.8.2. Provide towing equipment and operators for removing assigned and transient disabled/crashed aircraft from the runway, as required by the Incident Commander and/or CDDAR Team Chief.
  - 1.3.8.3. Provide personnel to remove/recover aircraft engines, as directed by the Incident Commander and/or CDDAR Team Chief.
  - 1.3.8.4. Provide personnel to remove and secure all classified components from the mishap aircraft, as directed by the Incident Commander and CDDAR Team Chief.
- 1.3.9. 7th Maintenance Group Weapons Standardization Section will safe and/or download munitions from the mishap aircraft, as directed by the IC and CDDAR Team Chief. If required, 7 MXG/MOC will request EOD support. If assistance from BGS is required, Weapons Standardization Superintendent will coordinate with applicable Weapons Section Chief.

#### 1.4. 7th Mission Support Group (7 MSG).

#### 1.4.1. 7th Security Forces Squadron (7 SFS)

1.4.1.1. The Base Defense Operation Center shall ensure the timely dissemination of pertinent information to the appropriate agencies and post/patrols, as well as provide command and control over the responding posts/patrols.

1.4.1.2. Ensure the expedient set-up and maintenance of security at the scene by initial responding patrols and Traffic Control Points (TCP).

1.4.1.2.1. If the aircraft lands off base, establish TCP with local law enforcement.

1.4.1.2.2. The Incident Commander will direct establishment of a National Defense Area (NDA), as necessary and/or applicable. The senior Security Forces member on-site will direct establishment of a physical boundary for the NDA, if/as possible.

1.4.1.3. Effectively control crowds during a major accident response and controlling access to the recovery site via the personnel access list obtained from the Incident Commander and CDDAR Team Chief.

#### 1.4.2. 7th Civil Engineer Squadron (7 CES)

1.4.2.1. The Fire and Emergency Services Flight (CEF) will perform Incident Commander duties until relieved in accordance with Air Force Incident Management System standard operating procedures. 7 CES/CEF shall provide a standby vehicle for the duration of the removal operation.

1.4.2.2. The EOD Team Chief shall assess collateral damage and direct the use and performance of EOD incident/tool procedures by EOD personnel.

1.4.2.3. 7 CES shall assess soil condition to include firmness, slope of terrain, and supporting strength to determine the most practical method of lifting or towing. 7 CES will provide supplies, equipment, and operators to build a stable jacking foundation and/or an adequate towing surface for tow vehicles and aircraft, as required.

#### 1.4.3. 7th Logistics Readiness Squadron (7 LRS)

1.4.3.1. 7 LRS/LGRV will ensure the vehicles listed in [Paragraph 2.6](#) maintain mission essential levels (MELs) and are available to the using organizations. If any other vehicles are required by the Incident Commander, the Incident Commander will request those assets through the EOC. If the required vehicles are unavailable, lease options will be evaluated, depending on situational need.

### 1.5. 7th Medical Group (7 MDG).

1.5.1. The Bioenvironmental Engineering Flight (SGPB) will be consulted and directly involved in determining personnel health hazards, training requirements and appropriate levels of used Personnel Protective Equipment (PPE). Examples of required PPE include, but are not limited to Tyvek suits, turtle skin gloves, and respirators with filters.

### 1.6. Transient Alert.

1.6.1. Because the 7 BW is used as a transit location by aircraft from various branches of the Department of Defense and Strategic Arms Reduction Treaty inspection teams, it may be tasked for CDDAR response (in whole or in part) following an incident/accident involving a host of different aircraft types. In such cases, the responsibilities of the Incident Commander and emergency response agencies are unchanged, but the situation may require outside agency expertise to ensure overall safety of personnel and equipment. All base agencies will perform only those duties for which they are trained and equipped. Any assistance provided outside the scope of the normal response requires that the owning base/organization be contacted to gain appropriate work force, information, training, equipment, and/or clearance before actions can take place. CDDAR support for transient aircraft will be evaluated by aircraft Mission Design Series (MDS), considering technical expertise, technical data, MDS-unique tools/special equipment, and airframe/system familiarization; support shall be provided if possible. Support is not authorized for Geographically Separated Units.

#### 1.7. Host and Tenant Base CDDAR responsibilities.

1.7.1. Host/Tenant Base CDDAR responsibilities will be referenced through DAFB Installation Emergency Management Plan (IEMP) 10-2.

1.7.2. A comprehensive list of available assets will be maintained and made available to the host unit. Technical expertise, technical data, MDS-unique tools/special equipment, airframe/system familiarization will be made available to the host unit.

1.7.3. The CDDAR Team Chief will conduct periodic CDDAR response exercises to maintain current training and knowledge for all team members.]

**2. CDDAR Equipment, Vehicles, Tools, and Other Supplies.** Additional equipment, vehicles, tools, and other supplies/consumables requested by the CDDAR Team Chief, or appointed designee, will be assembled in the area immediately on the Northeast side in front of Hanger 5020 or other assembly area designated by the CDDAR Team Chief.

**2.1. Equipment Inspections.** The CDDAR Team Chief will ensure all equipment is inspected for serviceability before and after each exercise and real-world use. Periodic equipment inspections will be accomplished in accordance with intervals established in Technical Orders or at least annually. Document inspections and maintenance on the Air Force Technical Order (AFTO) Form 244, *Industrial/Support Equipment Record*, and in TCMAX, as required. A proper Maintenance Information System (MIS) Job Control Number will be utilized for each equipment inspection. Ensure sling/cable inspections are documented on the AFTO Form 95, *Significant Historical Data*, and ensure load test documentation remains available and is reviewed annually. Ensure that all pieces of equipment are tagged with a DD Form 1574, *Serviceable Tag-Material* (yellow serviceable tag), indicating completing of pre-use and post-use inspections.

**2.2. Storage.** The CDDAR Team Chief will ensure equipment, tools, composite containment equipment and other supplies are stored in weatherproof areas to the maximum extent possible to ensure equipment serviceability and accessibility.

**2.3. Personal Protective Equipment (PPE).** A list of Technical Order-required PPE to perform recovery of an aircraft containing composite/hazardous material will be maintained by the CDDAR Team Chief.

**2.4. Aerospace Ground Equipment.** 7 EMS/MXMG will provide the following equipment for 24-hour operations.

- 2.4.1. Flood light trailer mounted, FL-1D (4).
- 2.4.2. Compressor, rotary, air diesel engine driven, MC-2A.
- 2.4.3. Compressor, air, diesel engine driven, MC-7 (4).
- 2.4.4. Aircraft Tow Bar.
- 2.4.5. Aircraft jacks.

**2.5. Maintenance Flight.** 7 EMS/MXMT will provide the following equipment for 24-hour operations.

- 2.5.1. Suitable CDDAR trailer (storage and transportation of recovery equipment). The CDDAR Team Chief will ensure the trailer and associated storage equipment is stocked with adequate tools and support equipment. The CDDAR Team Chief will also maintain a Master Consolidated Tool Kit (CTK) Inventory and Master Inventory Listing (MIL). The CDDAR Team Chief will notify the 7 MXG/CC of any equipment shortages and/or serviceability issues that negatively affect potential CDDAR support.
- 2.5.2. Pneumatic air bags, including pneumatic hoses and operating console.
- 2.5.3. Recovery slings, snatch cables, debog slings, chains, shackles, PPE, miscellaneous tools, safety cones, felt padding, rope, barrel dolly, shovels, pry bars, block and tackle, etc.
- 2.5.4. Duct Tape (consumable).
- 2.5.5. Fixant Material (consumable).
- 2.5.6. 0.006-inch-thick plastic (consumable).
- 2.5.7. Fixant Spray Bottle (consumable).
- 2.5.8. Any other equipment required by Industrial Hygiene Surveys.

**2.6. Vehicle/Equipment Support.** The following vehicles and/or equipment will be provided by the listed agencies. Qualified operators will be provided by 7 LRS/LGRDDO or provided by another designated unit that is qualified to operate the asset. Equipment shall be available 24-hours a day during CDDAR recovery operations. If unit is unable to provide the assets, 7 LRS/LGRV will initiate vehicle recall procedures or, if specified vehicle type is unavailable, provide leasing options.

- 2.6.1. Bomber Generation Squadrons will provide the following vehicles.
  - 2.6.1.1. MB2 Aircraft Tow Vehicle.
- 2.6.2. 7 LRS/LGRDDO Ground Transportation will provide the following vehicles.
  - 2.6.2.1. 40-Foot flatbed trailer with tractor and driver (Special Vehicle).
  - 2.6.2.2. 8 Passenger van.
  - 2.6.2.3. 32 Passenger bus (Special Vehicle).
  - 2.6.2.4. Pintle hook equipped vehicle (1 Ton or greater) able to pull CDDAR equipment trailer.

- 2.6.2.5. 10K All-terrain forklift.
- 2.6.3. 7 LRS/LGRF will provide the following vehicles.
  - 2.6.3.1. R11 set-up for defuel truck.
- 2.6.4. 7 CES will provide the following vehicles.
  - 2.6.4.1. Crane, 1 each 15 ton (Special Vehicle).
  - 2.6.4.2. Front-end Loader (2).
  - 2.6.4.3. 100 sandbags. Additionally, sufficient sand must be available to fill sandbags (Consumable).
  - 2.6.4.4. Two water pumps or sumps capable of 50 to 100 gallons per minute to drain ditches/evacuation area where aircraft jacks/air bags are placed.
- 2.6.5. 7 CONS will ensure sustainment of or establish lease agreements for the following.
  - 2.6.5.1. Bulldozer, 3 each 60K or 2 each 90K draw bar pull rating (Special vehicle and operator required).
  - 2.6.5.2. Crane, 2 each (60 ton or greater and operator required).
- 2.6.6. 317 MXG will provide the following equipment for C-130 operations.
  - 2.6.6.1. Flight control sling, strut clamps, and snatch cables.

### **3. CDDAR Support for Deployed Operations .**

3.1. **Requirements and Assets.** CDDAR support for deployed operations will vary, based on the mission and location. Requirements for each operation shall be evaluated by the 7 MXG/CC and CDDAR Team Chief. Assets available at the deployed location will be taken into consideration and utilized when feasible.

3.2. **Equipment Availability.** 7 MXG/CC is responsible for ensuring sufficient equipment is available for mobility/deployed operations, as authorized in the applicable allowance standards.

### **4. CDDAR Support during the Flying Window and outside the Flying Window.**

4.1. **During the Flying Window.** 7 MXG/MOC will initiate a recall by notifying the on-duty 7 EMS Production Superintendent. The 7 EMS Production Superintendent will notify the appropriate 7 MXG personnel and CDDAR Team Chief. The CDDAR Team Chief will use CDDAR Recall Roster to recall necessary team members.

4.2. **Outside the Flying Window.** When CDDAR operations are required outside of the Flying Window, 7 BW/CP will notify the standby 7 EMS Production Superintendent. The Production Superintendent will contact the CDDAR Team Chief. The CDDAR Team Chief will use CDDAR Recall Roster to recall necessary team members.

### **5. CDDAR Team Chief Responsibilities .**

5.1. **7EMS/MXMTR Section will provide and maintain a qualified CDDAR Team Chief.** This individual is responsible for maintaining a CDDAR program and will be the point of Contact for the installation CDDAR instruction.

- 5.2. The CDDAR Team chief will work closely with the 7 MXG Maintenance Training Flight to establish and maintain Course Control Documents for CDDAR training.
- 5.3. The CDDAR Team Chief will review support agreements and base disaster response plans annually.
- 5.4. The CDDAR Team Chief will ensure CDDAR procedures are coordinated with the 7 CES/CEF, 7 BW/SE, 7 CES, EOD, 7 SFS, 7 MDG, 7 OSS, 317 MXG, and other appropriate on-/off-base agencies.
- 5.5. Place CDDAR Team personnel on the Recovery Site Personnel Access List. Other personnel requiring access to the recovery site will coordinate their requirement to access the area with the Incident Commander and provide the required information.
- 5.6. Meet with the Incident Commander to develop a recovery plan. The CDDAR Team Chief will execute the recovery plan under the direction of Incident Commander.
- 5.7. Request assistance for transient aircraft beyond DAFB recovery capabilities from the aircraft owning unit through the Incident Commander.
- 5.8. **Training.** The CDDAR Team Chief will ensure CDDAR-assigned personnel are trained to support CDDAR operations.
- 5.8.1. The CDDAR Team Chief will be certified in accordance with DAFI 21-101 and placed on the Special Certification Roster as CDDAR Team Chief.
- 5.8.2. All CDDAR Team Members will be trained in recovery procedures according to the course control documents and unit developed training guide (CDDAR Lesson Plan). Special emphasis will be placed on equipment operation and Core Tasks (see [Attachment 3](#)). These documents and training guide shall be established by the team chief and Maintenance Training Flight.
- 5.8.3. All CDDAR Team Members will receive familiarization training on any unique characteristics, hazards, and/or materials for assigned aircraft (e.g., B-1B/C-130J aircraft composite material, hot brakes, hot gun, munitions, etc.) and document training in the training system of record.
- 5.8.4. All CDDAR Team Members will receive training on the proper use of PPE, as determined by appropriate Technical Orders. At a minimum, this training will include long cuffed leather gloves (consumable), hard sole steel toe boots, eye protection, hard hat, hearing protection, and other equipment as required/requested by the CDDAR Team Chief.
- 5.8.5. All CDDAR Team Members will be trained, qualified, and certified on all support equipment required for CDDAR operations. Documentation will be maintained in the training system of record (see [Attachment 2](#) and [Attachment 3](#)).
- 5.8.6. The CDDAR Team Chief will ensure CDDAR Team Members participate in an annual Major Accident Response Exercise (MARE). CDDAR procedures will be coordinated annually with Tenant Units.
- 5.9. **Weight and Balance.** The CDDAR Team Chief will coordinate with the 7th Bomb Wing Weight and Balance Program Manager when aircraft weight and center of gravity (CG) conditions are unknown.

## 6. CDDAR Team Member Qualifications .

6.1. All CDDAR Team Members will be a minimum 5-level in their Primary Air Force Specialty Code (PAFSC).

6.2. All CDDAR Team Members will receive initial training (academic and hands-on) and ensure that all training is documented in the training system of record and Maintenance Information System.

6.3. When possible, new CDDAR Team Members should perform an aircraft lift as part of their initial training requirements. When possible, all CDDAR Team Members should participate in an aircraft lift exercise once every three years.

6.4. All CDDAR Team Members will be qualified on CDDAR-specific equipment. Documentation will be maintained in the training system of record and Maintenance Information System. CDDAR-specific equipment includes the following items.

- 6.4.1. Shackles, block and tackle, chains etc.
- 6.4.2. Pneumatic console and lifting bag hoses.
- 6.4.3. Proper use of felt pad.
- 6.4.4. Proper alignment of bags under aircraft.
- 6.4.5. Proper use of bag dunnage.
- 6.4.6. MLG strut emergency towing with towlines.
- 6.4.7. Emergency towing (installation, usage, and removal).
- 6.4.8. Tug operation.
- 6.4.9. Flood light, FL-1D.
- 6.4.10. Compressor, rotary, MC-2A.
- 6.4.11. Compressor, air, MC-7.

SETH W. SPANIER, Colonel, USAF  
Commander, 7th Bomb Wing

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

**AFMAN 10-206**, *Operational Reporting*, 18 June 2018

**AFMAN 10-206\_AFGSCSUP**, *Operational Reporting*, 13 May 2019

**DAFI 10-2501**, *Emergency Management (EM) Program*, 16 October 2023

**DAFI 10-2501 AFGSCSUP**, *Emergency Management (EM) Program*, 06 September 2023

**AFMAN 10-2502**, *Air Force Incident Management System Standards and Procedures*, 13 September 2018

**DAFI 13-213**, *Airfield Driving*, 4 February 2020

**AFI 13-213 AFGSCSUP**, *Airfield Driving* 21 January 2021

**DAFI 21-101**, *Aircraft and Equipment Maintenance Management*, 20 December 2023

**DAFI 21-101 AFGSCSUP**, *Aircraft and Equipment Maintenance Management*, 11 May 2022

**DAFI 21-103**, *Equipment Inventory, Status, and Utilization Reporting*, 1 November 2022

**DAFI 31-101**, *Integrated Defense*, 24 March 2020

**AFI 48-127**, *Occupational Noise and Hearing Conversation Program*, 26 February 2016

**AFI 48-137**, *Respiratory Protection Program*, 12 September 2018

**DAFI 91-204**, *Safety Investigations and Reports*, 10 March 2021

**AFI 33-322**, *Records Management and Information Governance Program*, 28 July 2021

**DAFMAN 91-203**, *Air Force Occupational Safety Fire and Health Standards*, 25 March 2022

**DAFMAN 91-223**, *Aviation Safety Investigations and Reports*, 20 September 2022

**AFI 32-2001**, *Fire and Emergency Services (F&ES) Program*, 28 July 2022

***Adopted Forms***

**AFTO Forms 244**, *Industrial/Support Equipment Record*, 20 April 2017

**DAF Form 847**, *Recommendation for Change of Publication*, 14 April 2022.

**AFTO 95**, *Significant Historical Data*, 10 April 2013

**DD Form 1574**, *Serviceable Tag-Material*, 30 September 1988

***Abbreviations and Acronyms***

**7 BW**—7th Bomb Wing

**7 BW/CP**—7th Bomb Wing Command Post

**7 BW/PA**—7th Bomb Wing Public Affairs

**7 BW/SE**—7th Bomb Wing Safety Office

**7 CES**—7th Civil Engineer Squadron  
**7 CES/CEF**—7 CES Fire and Emergency Services  
**7 CMS/MXMCG**—7 CMS Egress Section  
**7 CONS**—7th Contracting Squadron  
**7 EMS**—7th Equipment Maintenance Squadron  
**7 EMS/MXMG**—7 EMS Aerospace Ground Equipment  
**7 EMS/MXMM**—7 EMS Maintenance Flight  
**7 EMS/MXMTR**—7 EMS Repair and Reclamation  
**7 LRS**—7th Logistics Readiness Squadron  
**7 LRS/LGRF**—7 LRS Fuels Management  
**7 LRS/LGRV**—7 LRS Vehicle Management Flight  
**7 LRS/LGRDDO**—7 LRS Ground Transportation Section  
**7 MDG**—7th Medical Group  
**7 MSG**—7th Mission Support Group  
**7 MXG**—7th Maintenance Group  
**7 MXG/CC**—7 MXG Commander  
**7 MXG/MOC**—7 MXG Maintenance Operations Center  
**7 OG**—7th Operations Group  
**7 OSS**—7th Operations Support Squadron  
**7 OSS/OSA**—7 OSS Airfield Operations Flight  
**7 SFS**—7th Security Forces Squadron  
**317 MXG**—317th Maintenance Group  
**AFPD**—Air Force Policy Directive  
**AFI**—Air Force Instruction  
**AFIMS**—Air Force Incident Management System  
**AFMAN**—Air Force Manual  
**AFOSHSTD**—Air Force Occupational Safety and Health Standard  
**AFRIMS**—Air Force Records Information Management System  
**AFTO**—Air Force Technical Order  
**AGE**—Aerospace Ground Equipment  
**AMOPS**—Airfield Management Operations  
**BGS**—Bomber Generation Squadron

**CDDAR**—Crashed Damaged Disabled Aircraft Recovery

**CG**—Center of Gravity

**DAFB**—Dyess Air Force Base

**DAFI**—Department of the Air Force Instruction

**DAFMAN**—Department of the Air Force Manual

**EM**—Emergency Management

**EOC**—Emergency Operations Center

**EOD**—Explosive Ordnance Disposal

**IAW**—In Accordance With

**IEMP**—Installation Emergency Management Plan

**IC**—Incident Commander

**MARE**—Major Accident Response Exercise

**MDS**—Mission Design Series

**NDA**—National Defense Area

**NOTAM**—Notice to Airmen

**OPR**—Office of Primary Responsibility

**OPREP**—Operations Report

**PAFSC**—Primary Air Force Specialty Code

**PPE**—Personnel Protective Equipment

**RDS**—Records Disposition Schedule

**SCN**—Secondary Crash Net

**SOP**—Standard Operating Procedures

**TAS**—Tool Accountability System

**TBA**—Training Business Area

**TCP**—Traffic Control Points

**TO**—Technical Order

## Attachment 2

## CDDAR TEAM CHIEF TRAINING

Figure A2.1. Team Chief Training.

WJQS - 61479 - 003.005 008.024.007.009.006.005.007	Crash recovery
WJQS - 61479 - 003.005. 008.024.007.09.006.005.007.009	Crash Recovery Operation-TEAM MEMBER
WJQS - 61479 - 003.005 008.024.007.009.006.005.007.010	TR: Crash Recovery Lesson Plan Crash Recovery Operation-TEAM LEADER
WJQS - 61479 - 003.005. 008.024.007.009.006.005.007.001	Crash Recovery Air Bag Pre-use Inspection and Operation TR: 35D5-5-7-1 & 35D5-5-8-1
WJQS - 61479 - 003.005. 008.024.007.009.006.005.007.004	Crash Recovery Air Manifold-Operation TR: Local Checklist Procedures & Factory Manual
WJQS - 61479 - 003.005. 008.024.007.009.006.005.007.002	Crash Recovery Block, Tackle, and Grip Hoist-Operation
WJQS - 61479 - 003.005. 008.024.007.009.006.005.007.006	Crash Recovery MC-7 Compressor- Operation TR: 34Y1-244-1
CFETP - 2A5X4 - 008 - 001.005.004.001	Jacking team member
CFETP - 2A5X4-008 - 001.005.004.002	Jacking supervisor
CFETP - 2A5X4 - 008 001.005.004.003	Operate jacking manifold

## Attachment 3

## CDDAR TEAM MEMBER TRAINING

Figure A3.1. Team Member Training.

WJQS - 61479 - 003.005 008.024.007.009.006.005.007.009	Crash Recovery Operation-TEAM MEMBER TR: Crash Recovery Lesson Plan
WJQS - 61479 - 003.005. 008.024.007.009.006.005.007.001	Crash Recovery Air Bag Pre-use Inspection and Operation  TR: 35D5-5-7-1 & 35D5-5-8-1
WJQS - 61479 - 003.005 008.024.007.009.006.005.007.004	Crash Recovery Air Manifold-Operation TR: Local Checklist Procedures & Factory Manual
WJQS - 61479 - 003.005 008.024.007.009.006.005.007.002	Crash Recovery Block, Tackle and Grip Hoist- Operation TR: Local Checklist Procedures & Factory Manual
WJQS - 61479 - 003.005 008.024.007.009.006.005.007.006	Crash Recovery MC-7 Compressor Operation TR: 34Y1-244-1
CFETP - 2A5X4-008 - 001.005.004.001	Jacking team member
CFETP - 2A5X4-008 - 001.005.004.003	Operate jacking manifold