BY ORDER OF THE COMMANDER
HOLLOMAN AIR FORCE BASE

HOLLOMAN AIR FORCE BASE
INSTRUCTION 21-119

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MAINTENANCE

CRASHED, DAMAGED, OR DISABLED AIRCRAFT RECOVERY

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Instruction (AFI) 21-101, Aircraft and Equipment Maintenance Management, and Holloman Air Force Base (AFB) Installation Emergency Management Plan (IEMP) 10-2. It provides the minimum essential guidance and procedures to safely and effectively execute crashed, damaged, or disabled aircraft recovery (CDDAR) operations in the Holloman AFB area of responsibility. It applies to all host and tenant organizations involved with aircraft emergency rescue and mishap response. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, Management of Records and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. Refer recommended changes and conflicts between this and other publications to the 49th Maintenance Squadron Crash Recovery Operations Section (49 EMS) using the AF Form 847, Recommendation for Change of Publication..

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Changes include paragraph insertions, minor formatting updates, publication date update, hydrazine response team responsibilities and updated references. GAF (German Air Force) support has been deleted, Civil Engineering Crane support has been clarified, Crash Recovery vehicle requirements have been modified and response procedures have been updated.

Chapter 1

PROGRAM RESPONSIBILITIES

1. General. The 49th Wing CDDAR program applies to all host and tenant units involved with the recovery of crashed, damaged or disabled aircraft in the Holloman AFB area of responsibility. It is designed to provide response capability to and/or recovery capability of disabled or crashed aircraft in an expeditious manner consistent with the following consideration(s):

1.1. Requirement to open the runway for operational use.

1.2. Prevention of secondary damage to the aircraft.

1.3. Preservation of evidence for mishap or accident investigation IAW AFI 91-202, *US Air Force Mishap Prevention Program***, and AFI 91-204,** *Safety Investigations and Reports***. 2. Recovery Program Responsibilities.** The 49 WG/CC is responsible for implementing policy, plans, and agreements to ensure compliance with established recovery programs. The 49th Maintenance Group Commander (49 MXG/CC) is responsible for establishing a CDDAR capability IAW applicable Mission Design Series (MDS) technical data and local host tenant agreements. The 49 MXG/CC is also responsible for ensuring resources and trained personnel are available to perform responsibilities of the CDDAR program. All units (host and tenant) shall collaborate and publish an Installation Publication containing specific responsibilities and procedures for CDDAR. The following references were used to develop this installation instruction: Holloman AFB IEMP 10-2, Lead Command supplement to AFI 21-101, applicable 91- and 92-Series Air Force Occupational Safety and Health (AFOSH) standards, AFI 24-302, *Vehicle Management*, Technical Order (T.O.) 00-105E-9, *Aerospace Emergency Rescue and Mishap Response Information*, and aircraft specific Dash-2 and Dash-3 series TOs.

2.1. Each host base has overall responsibility for recovery of host/tenant crashed/disabled aircraft IAW local host tenant agreements. Since tenant units are responsible for the condition/repair of their aircraft, the tenant units must be actively involved in training to assist host base recovery operations during real world responses. Technical expertise, technical data, MDS-unique tools/special equipment, and airframe/system familiarization are the primary contributions tenant units make to the host CDDAR recovery program.

2.2. CDDAR procedures are coordinated with the Fire Department, Wing Safety, Civil Engineer (CE), Logistics Readiness, Explosive Ordnance Disposal (EOD), Security Forces, Bioenvironmental Engineering Flight, Airfield Manager, and other on/off base agencies as applicable IAW Holloman AFB IEMP 10-2.

2.3. Owning aircraft agencies shall replenish supplies/consumables used during CDDAR operations. 3. Host, Tenant, and Transient CDDAR Responsibilities.

3.1. The Equipment Maintenance Squadron will:

3.1.1. Be responsible for the removal and recovery of crashed or disabled aircraft on/off base within the Holloman AFB area of responsibility as established in Holloman AFB IEMP 10-2. Provide CDDAR support for 49 MXG, 704th Test Group, the 82d Aerial Targets Squadron and any tenant units TDY (Temporary Duty) operating from Holloman AFB. Support will be coordinated through 49 EMS Supervision IAW local support agreements.

3.1.2. Provide CDDAR support for M-1 contract services. Support will be coordinated through 49 EMS Supervision IAW Contract number FA4890-07-C-0003

3.1.3. Units will provide specialists to remove classified/confidential equipment, as required by the CDDAR Team Chief, Team Leader or Incident Commander (IC) or Recovery Operations Chief (ROC). Coordinate requests for specialist assistance from tenant units, as required.

3.1.4. Provide a fully qualified CDDAR Team (Team Chief, Team Lead, and Team members) during the normal flying window. A qualified team will be on duty or on standby during non-duty hours. Standby support crews will be coordinated through the Maintenance Operations Center (MOC) and will respond as soon as possible but no later than 1 hour after notification and report in with the IC or ROC prior to entering the hazard cordon.

3.1.5. Ensure capability to respond to all base assigned and transient aircraft In-Flight Emergencies (IFE)/Ground Emergencies (GE), hot brakes, and barrier engagements. Familiarization training on Temporary Duty (TDY) aircraft can be coordinated through Base Operations and Wing Safety upon aircraft arrival and shall be provided by the owning maintenance personnel. Familiarization training will be documented in the Individual Training Plan (ITP) in the Training Business Area (TBA).

3.1.6. Procure and store specialized equipment to respond to on/off base aircraft crash sites and recovery of disabled aircraft.

3.1.7. Ensure personnel are fully qualified and trained in crash recovery on all 49 WG assigned aircraft. Training will be tracked in the ITP (Archived and Active) and in the Integrated Maintenance Data System (IMDS).

3.1.8. Ensure technical data and applicable instructions are available to accomplish CDDAR tasking. General CDDAR responsibilities and procedures are addressed in paragraph 1 and 2 of this instruction.

3.1.9. Establish a CDDAR Team comprised of personnel from 49 EMS. The 49 MXG/CC will designate individual(s) to be CDDAR Team Chiefs (reference AFI 21-101 MXG/CC responsibilities) who will track their qualifications on the Special Certification Roster SCR (Special Certification Roster) and in IMDS.

3.1.10. **CDDAR Team Chiefs will:**

3.1.10.1. Comply with responsibilities per AFI 21-101 paragraph. 11.28.2.6.

3.1.10.2. Be on site during recovery operations. Assist the Incident Commander (IC) or Recovery Operations Chief (ROC) and CDDAR Team Leader in making decisions on the recovery operation. Act as a go-between for the CDDAR Team Leader to coordinate additional items if required, allowing the CDDAR Team Leader to concentrate on the recovery operation.

3.1.10.3. Maintain control of the crash site under the supervision of the IC or ROC, once the safety/accident investigation board president has released the aircraft. The CDDAR Team Chief will also fill the role of ROC in most situations.

3.1.10.4. Develop initial response cordon and composite plan to control activities of personnel and equipment during recovery operations.

3.1.10.5. Conduct the site survey to access the mishap site and determine equipment/personnel requirements for the crash recovery operation with the IC.

3.1.10.6. Request assistance from agencies through the IC or ROC as required.

3.1.10.7. Conduct all safety briefings and follow applicable technical data, as required. In the Team Chiefs Absence these may be conducted by the CDDAR Team Lead.

3.1.10.8. Place CDDAR Team personnel on the recovery site personnel access list. Personnel requiring access to the recovery site will coordinate their need to access the area with the IC or ROC and provide required information for the access list.

3.1.10.9. Contact lead unit to validate equipment and personnel capabilities upon arrival. Source equipment as needed through the deployed chain of command.

3.1.11. The CDDAR Team Lead will:

3.1.11.1. Meet with the IC or ROC and CDDAR Team Chief to develop a recovery plan. The CDDAR Team Leader will carry out the plan under the direction of the IC or ROC. CDDAR Team Lead will control CDDAR Team Members at the incident site.

3.1.11.2. Coordinate through the IC or ROC and CDDAR Team Chief for EOD or owning agency within their capability to de-arm and/or remove ordnance on the aircraft, as needed, prior to aircraft recovery operations.

3.1.11.3. Request assistance through the IC or ROC or CDDAR Team Chief for transient alert aircraft from the owning agency.

3.1.11.4. Notify Team Chief or ROC of any shortfalls in personnel or equipment.

3.2. The Component Maintenance Squadron (49 CMS) Propulsion Flight will provide engine trailer(s), as required, for the removal of aircraft engines.

3.3. The 49 EMS Aerospace Ground Equipment (AGE) Flight will:

3.3.1. Provide AGE requested by the CDDAR Team Chief or Team Leader.

3.3.2. Provide fully serviced FL-1D or NF-2D floodlights to the Emergency Operations Center (EOC) for transportation to incident site, as determined by the IC or ROC, IAW Holloman AFB IEMP 10-2.

3.3.3. Provide an AGE maintenance technician to maintain powered AGE during the recovery operation.

3.4. The 49 CMS Accessories Flight will:

3.4.1. Provide fully qualified hydrazine response teams (AFSC 2A6X4) and hydrazine response equipment when requested by the Maintenance Operations Center (MOC) IAW Holloman EMERGENCY ACTION CHECKLIST #4, PAGE 4-1.

3.4.2. Provide a fully qualified egress technician to safe aircraft egress components when requested by the CDDAR Team Chief or Team Leader.

3.5. The 49 MXG Maintenance Training Flight (MTF) will:

3.5.1. Develop a CDDAR training program in conjunction with 49 EMS. EMS will provide an adjunct maintenance instructor to the MTF. MTF will identify adjunct maintenance

instructors to the 49 MXG/CC, IAW AFI 36-2251, *Management of Air Force Training Systems*, and AFI 36-2232, Combat Air Forces Supplement, *CAF: Maintenance Training.*

3.5.2. Review CDDAR training course documents every 12 months and assist in establishing training course outlines.

3.6. Other Agencies: All other agencies that are involved in CDDAR operations and are not identified in this instruction are listed in the Holloman AFB IEMP 10-2.

3.7. Transient Aircraft: Transient aircraft are the responsibility of Transient Alert contract maintenance. If there is a mishap requiring CDDAR Team involvement, the CDDAR Team will consult the owning installation and use applicable directives.

4. Personnel Required: Personnel required for CDDAR operations will be identified by the CDDAR Team Chief (i.e. Team Lead, Team Member, or Vehicle Operator)

4.1. Specific personnel/positions required to lift a disabled aircraft are listed in the applicable aircraft technical order. The CDDAR Team will consist of the following positions: CDDAR Team Chief, CDDAR Team Leader, CDDAR Team members and Augmentees.

5. CDDAR Team Member Qualifications: All team members must be qualified in basic CDDAR operations and be assigned to the 49 EMS Crash Recovery Section.

5.1. Will be qualified on CDDAR equipment/techniques as required by Plan of Instruction (POI) (e. g., aircraft slings, disabled wheel dollies, barrier engagements, rough terrain towing, pneumatic bag operation, and hot brake operations).

5.2. Augmentees (e. g., Crane operators and equipment operators) will be trained on scene for basic safety training that may include respirator and radiation safety. Augmentees will not be required to maintain annual crash recovery training or participate in exercises unless called.

6. Training Requirements: The adjunct maintenance instructor will conduct both initial and recurring formal qualification courses as outlined in the CDDAR POI. Upon completion, qualification will be documented in the ITP (Archived and Active) in TBA and tracked in IMDS.

6.1. All CDDAR members will receive initial and annual refresher training in crash recovery procedures using course codes 16010 and 16044 for training updates through IMDS. Both academic and hands on training/exercises should include actual lifting of an aircraft. Aircraft lifting exercises may be accomplished by using a unit owned aircraft (Operational aircraft may never be lifted), utilizing training hulks, or participating with other organizations possessing training assets.

6.2. All CDDAR team members must be trained in handling composite fibers. Procedures can be found in specific MDS T.O.s and T.O. 00-105E-9. Training is provided by the CDDAR POI.

6.3. All CDDAR Team members must be trained in proper Personal Protective Equipment (PPE), HAZCOM and Radiation Safety Training (refer to Bioenvironmental Engineering's (BE) Occupational & Environmental Health Assessment). This includes, but is not limited to, full face respirator, Tyvek suit, rubber boots and leather gloves over nitrile gloves. If there is a radiation hazard, members will also wear radiation dosimeters (Initial and annual respirator training is provided by BE IAW (AFI 48-137 Respiratory Protection Program).

6.4. The CDDAR/Team Chief will coordinate, through the 49 MXG/CC, an annual CDDAR exercise. All training will be documented in the ITP (Archived and Active) in TBA and in IMDS, as applicable. Actual emergencies that satisfy training requirements may be substituted. Any aircraft exercise input (e.g., a Major Accident Response Exercise (MARE)) may satisfy this requirement if a CDDAR Team was involved in any way.

7. Equipment, tools, vehicles and other supplies/consumables required for CDDAR operations:

7.1. 49 EMS Crash Recovery will :

7.1.1. Procure, inspect, repair, and store CDDAR equipment IAW applicable technical data, owner's manuals and applicable OSHA Standards. Specialized tools, deemed necessary by the CDDAR Team Chief, must also be considered for procurement to further enhance CDDAR operational capability.

7.1.2. Compile and maintain a master list of all CDDAR equipment.

7.1.3. Inspect and operationally check CDDAR equipment IAW technical data. Ensure the applicable Air Force Technical Order (AFTO) Form 244 industrial/support equipment records are documented accordingly.

7.1.4. Provide updates to 49 MXG leadership on current status of CDDAR equipment via critical equipment slides.

7.1.5. Consult with the Bioenvironmental Engineering Flight, base safety office, TO 00-105E-9, applicable MDS TOs, and applicable directives when determining quantity and type of supplies/ consumables required.

7.1.6. To the max extent possible store CDDAR equipment in Integrated Storage Units (ISU)/trailers or in covered structures to minimize deterioration.

8. Vehicle/Equipment Requirements. The 49 MXG/CC determines unit vehicle/equipment requirements, within the limits provided by allowance standard(s).

8.1. The 49 EMS/CC will identify requirements for special purpose CDDAR vehicles to the 49th Logistics Readiness Squadron (49 LRS) Commander and list them, including status, on the master CDDAR equipment list to ensure 24-hour availability. Vehicle/Equipment requirements will include:

8.1.1. The airfield on Holloman AFB has three different runways 04/22, 07/25, and 16/34 that requires the mandatory use of two emergency response vehicles.

8.1.2. Initial CDDAR response vehicle will be a 6-pack, Diesel, 4-wheel drive (4WD) pick-up capable of towing the response trailers (32-foot/22-foot) with emergency lighting and a mobile mounted radio.

8.1.3. Secondary CDDAR response vehicle will be a 6-pack, Diesel, 4WD vehicle capable of towing the response trailers (32-foot/22-foot) with emergency lighting and a mobile mounted radio.

8.1.4. CDDAR will maintain a lightweight 4x4 Utility Vehicle (UTV) for soft terrain/sand recovery operations.

8.1.5. Suitable trailers capable of transporting the Crash equipment and the initial response equipment, generators and lighting.

8.1.6. All Terrain Forklift (Maintained by 49 LRS).

8.1.7. Bulldozer (Maintained by 49 CES).

8.1.8. Aircraft tow vehicles. 2 Martin Baker-4s, 1 Martin Baker-2, and a Bobtail (Maintained by 49 EMS).

8.1.9. Crane and Crane Operators (Maintained by 49 CES). Civil Engineering will provide a crane and operators when operational.

8.1.10. 40 ft. flatbed semi-trailer and tractor (Maintained by 49 LRS).

8.1.11. Light carts (Maintained by 49 EMS/AGE).

8.1.12. Tow bars (Maintained by 49 EMS/AGE).

8.1.12.1. Universal (F-16 configuration, maintained by 49 EMS/AGE).

8.1.12.2. One T-38 (Maintained by 49 EMS/AGE).

8.1.12.3. One MQ-9 (Maintained by 49 EMS/AGE).

8.1.13. Three Air Bags per aircraft MDS.

8.1.13.1. One Air Bag Manifold per three airbags.

8.1.14. Slings, belly bands, snatch cables, chains, and any equipment deemed necessary as determined by the CDDAR Team Chief. Items will be listed on the master CDDAR equipment listing. These items will be maintained by 49 EMS Crash Recovery.

8.1.15. Three tripod aircraft jacks and two axle jacks.

8.1.16. **NOTE** : When vehicle equipment requirements cannot be supported by the above mentioned organizations, 49 Logistics Readiness Squadron (LRS)/Vehicle Operations may recall required and/or additional vehicles or units may elect to lease from local suppliers IAW AFI 24-301 (Vehicle Operations).

9. Composite Material Procedures: If aircraft composite materials are damaged during a mishap, crash recovery personnel will ensure containment of composite particles through approved methods found in T.O. 00-105E-9, IAW Holloman AFB IEMP 10-2 and applicable MDS specific T.O.

9.1. CDDAR Team members involved in a cleanup of composite materials or suspected composite materials will consult with the Bioenvironmental Engineering Flight for the wear of PPE IAW the survey of mishap site and the health risk assessment for Person Protective Equipment (PPE). 10. **Support for CDDAR after normal duty hours:** If other than normal duty hours, initiate recall of standby CDDAR Team provided on the weekend duty roster that is kept by the Command Post, MOC, and the 49 EMS Production Superintendent on duty. Response time will be as soon as possible but not to exceed 1 hour.

10.1. The CDDAR standby team lead will be the initial contact point and will act as the immediate CDDAR Team Chief until the arrival of the official CDDAR Team Chief.

10.2. If a mishap occurs that requires more than four personnel, Command Post or MOC will initiate the monthly standby CDDAR Team. The monthly standby roster is provided by the CDDAR Team Chief and kept at the Command Post and MOC. Response time of all available personnel should not exceed 2 hours.

10.3. Responsibilities of each base organization for Inflight Emergencies/Ground Emergency responses: CDDAR Team personnel will respond to IFE/GE when notified over the Land Mobile Radio on the Fire/Crash net or on the secondary crash phone. This action does not require the dispatch of the crash recovery trailer.

10.4. CDDAR Team will establish communications with the senior fire officer (call sign "Command"), on the Holloman Crash/Fire net, and MOC.

10.5. Upon notification that the aircraft is on the ground and declared fire safe by IC, CDDAR Team will proceed to the aircraft to assess the situation.

10.6. If required, CDDAR Team will recover aircraft from the active runway and tow the aircraft to the nearest End of Runway Arm/De-arm area, or as directed by the Incident Commander, for owning agency. Transient Alert will be responsible for towing all transient aircraft IAW Contract number FA4890-07-C-0003.

10.7. EOD will safe weapons on all transient aircraft IFE as requested by the IC or ROC. The 49 MXG, 704th Test Group, and 82d Aerial Targets Squadron weapons crews will safe their respective aircraft. Contract maintenance weapons will safe their aircraft.

10.8. The 49 MXG, 704th Test Group, 82d Aerial Targets Squadron, and contract maintenance will, in the event of multiple IFE/GE, dispatch tow teams to assist CDDAR teams in the removal of disabled aircraft upon request.

10.9. Non-emergency towing of tenant/transient aircraft in Controlled Movement Areas (CMA) will be accomplished by the owning unit. CDDAR Teams can escort unit tow vehicles/personnel in the CMA, if requested.

11. Aircraft Emergency Rescue and Mishap Response Procedures: The IC or ROC has command responsibility and works with both the CDDAR Team Chief and CDDAR Team Leader in the execution of crash removal/recovery operations. CDDAR will accompany First Response personnel for pilot recovery. The incident site will be locked down by Crash Recovery and SFS. Site survey will be conducted prior to Incident Investigation Board assuming site control.

11.1. Recovery operations will not proceed while a safety/aircraft investigation board is investigating the aircraft, unless released by the board president, IAW AFI 91-204. The CDDAR Team may be called upon to perform tasks, as required by the investigation board.

11.2. CDDAR Team Chief/Leader will ensure maximum safety precautions are taken during the removal operations. Special attention will be given to explosives, hydrazine radiation, composite fiber materials and volatile liquids. The IC may coordinate with Bioenvironmental Engineering to identify hazards, provide health risk and recommend controls and protection.

11.3. In the event the aircraft is demolished or damaged beyond apparent economical repair and is blocking a runway, the IC or ROC, in conjunction with CDDAR Team Chief and CDDAR Team Leader, may order the aircraft removed in the most expeditious means without regard to further damage. The IC or ROC may obtain equipment from 49 Civil

Engineering Squadron/49 Logistics Readiness Squadron and coordinate with 49th Contracting Squadron (49 CONS), if local contractor support is required.

11.4. Due to the unknown conditions of a crashed or severely damaged aircraft and safety concerns, personnel not engaged in the investigation or recovery operation will remain outside the cordon.

11.5. Upon notification from the MOC of an actual crash, or disabled aircraft, the CDDAR Team Chief/Leader will conduct a preliminary operations and safety briefing prior to departure. Briefing will consist of information available on recovery operation, personal protective equipment required, site conditions, and potential hazards.

11.6. First Responders will:

11.6.1. Immediately deploy to the disaster scene and provide initial Command and Control (C2) to prevent the loss of life, preserve valuable resources, protect the environment, and continue the mission. The basic Crash Recovery Team (CRT) is considered part of the First Responders and will follow the direction of the IC.

11.6.2. All First Responders shall complete the Air Force Emergency Response Operations and Emergency Responders Course, IAW AFI 10-2501 *Air Force Emergency Management Program*, para A3.6.1. CDDAR Team Chiefs and Team Leads will attend as the mission allows. This course is not required for team members or augmentees.

11.7. Emergency Responders will:

11.7.1. Deploy after the First Responders to expand the C2 and provide additional support. The follow-on CDDAR team is considered part of the Emergency Responders and will follow the direction of the Fire Department. The CDDAR team will later become integral to the mishap aircraft removal.

11.8. EOC, when activated as requested by the IC or EOC Director, will:

11.8.1. Be comprised of Emergency Support Functions (ESF) as functional representatives, and have varied responsibilities depending on resources, capabilities, and mission of each installation. The EOC is usually comprised of an EOC Director, manager and functional experts from CE, Fire Emergency Services (FES), EOD, Security Forces, Medical, Bioenvironmental Engineering Flight, Maintenance, LRS, Staff Judge Advocate (SJA), Force Support Squadron (FSS), Public Affairs (PA), Communications, Safety, and Weather. Responding functional representatives perform duties inherent to their specific mission. If support requests exceed the capability of the installation, requests should be sent to higher headquarters.

11.8.2. Coordinate operations and support incident and base requirements with the IC, Crisis Action Team (CAT), Emergency Operations Center (EOC), ROC, Unit Control Centers, Command Post, specialized teams, and civil and governmental authorities.

11.9. The IC will: Direct actions to mitigate damage, save lives, restore primary mission assets, and assist civil authorities.

11.9.1. Provide C2 of deployed elements by establishing required Air Force Incident Management System (AFIMS) sections, groups, divisions, etc. Ensure controlled access to the

accident site. Ensure personnel authorized access to the accident site is identified to Security Forces.

11.9.2. With the advice of the SJA, direct the establishment of National Defense Areas (NDA) and relay this information to the Command Post and First Responders.

11.9.3. Direct the establishment of on-scene control and initial monitoring points.

11.9.4. Release information about the emergency response operation through PA.

11.9.5. Assess the threat of terrorists or potential protesters to response resources at the scene.

11.10. The Civil Engineering Squadron representative will: Complete the following through the Installation Management Flight:

11.10.1. Provide environmental protection advice for compliance with local, tribal, state and Federal requirements.

11.10.2. **Complete the following through Explosive Ordinance Disposal:**

11.10.2.1. Advise the IC on weapons recovery and supervise the initial "render-safe" procedures.

11.10.2.2. Provide support and technical guidance on explosive components and weapon component recovery and coordinate with Munitions Flight for additional support.

11.10.2.3. On initial entry of a nuclear weapons accident monitor for radiological hazards.

11.10.3. **Complete the following through Fire and Emergency Services:**

11.10.3.1. Establish and maintain C2 through the IC of the operations. until incident transitions into a recovery phase. The IC also designates the Entry Control Point (ECP) location and determines the initial disaster cordon size.

11.10.3.2. Provide the hazard prediction capability operator with information concerning hazardous material type, source strength, amount, etc., to calculate a toxic corridor. 49CES/Civil Engineering Flight (CEF) personnel may assume this responsibility, if the Emergency Management Flight is not immediately on site.

11.10.3.3. Order emergency withdrawal if necessary.

11.10.3.4. Ensure composite materials are extinguished and cooled to ambient temperature (24 HOURS minimum) before the CRT can perform composite containment, clean-up, and disposal operations.

11.10.3.5. Brief the ROC upon arrival to the accident scene and turn over C2 when transition of incident goes to recovery.

11.10.4. **Complete the following through the Readiness and Emergency Management Flight:**

11.10.4.1. Assess damage to government and private real property.

11.10.4.2. Support restoration and repair of property and provide other CE emergency support.

11.10.4.3. Coordinate and/or operate heavy equipment to provide access roads to the accident scene (Coordinate with EOC/IC).

11.10.5. **Complete the following through Readiness and Emergency Management Flight (CES/CEX):**

11.10.5.1. Advise the IC/ROC concerning major accident and natural disaster response and recovery policies and procedures. Maintain communication link between the EOC, command post and accident site. Provide periodic situation updates at the scene.

11.10.5.2. Maintain a log of events for all on-scene actions and communications. Develop after-action reports and forward those reports to higher headquarters counterparts.

11.10.5.3. Perform hazard prediction using available software based on hazardous material type, source strength, amount involved, spill type, etc. and advise on evacuation and cordon size.

11.10.5.4. In coordination with Bioenvironmental Engineering, perform radiological surveys (radial or grid) under the direction of the Response Task Force.

11.10.5.5. Provide input for the operation incident event report through the installation EOC.

11.10.5.6. Provide and maintain Mobile Communications Center and/or Chemical, Biological, Radiological and Nuclear Defense Response. Trailer.

11.10.5.7. Monitor air around the cordon to contain contamination within cordon.

11.11. The Security Forces Squadron representative will:

11.11.1. Advise the IC/ROC on security measures and ensure that classified material is protected.

11.11.2. Establish and maintain physical security of the Disaster Cordon, NDA, ECP, On-Scene Control Point, Crime Scene, and Parking/Staging Area as established by IC.

11.11.3. Establish ECP procedures, develop an Entry Access Listing (EAL) controlling access to the accident site or disaster scene in coordination with the IC. Final site access determination granted by CDDAR Team Chief due to safety/mission needs.

11.11.4. Coordinate with civilian law enforcement agencies.

11.11.5. In conjunction with the SJA, advise the IC/ROC on procedures for establishing an NDA.

11.12. The Medical Group representative will:

11.12.1. Complete the following through the Emergency Department:

11.12.2. Coordinate with local medical facilities and direct the treatment and de-contamination of medical casualties at those locations. Act as a liaison with the base medical facility for on-base and off-base medical needs.

11.12.3. Advise the IC/ROC on blood-borne pathogen protection for emergency responders.

11.12.4. Provide medical support for responders and the accident investigation team as part of AFIMS.

11.12.5. Advise the IC/ROC on the status of medical treatment activities.

11.13. Complete the following through Bioenvironmental Engineering Flight: (Health physicist or medical representative in the bioenvironmental engineer's absence)

11.13.1. Monitor Conduct area and personnel monitoring when required to prevent inadvertent exposures.

11.13.2. Evaluate the occupational, radiological, and environmental health hazards at or near the accident or disaster scene including presence of advanced aerospace materials, specifically composites materials, as well as noise and thermal stress-related hazards.

11.13.3. Determine protective measures and equipment IAW Occupational Safety & Health Association (OSHA) requirements for all personnel entering the accident or disaster scene.

11.13.4. Advise the IC/ROC when to evacuate personnel, including civilians.

11.13.5. Along with the 49 CES/CEX , determine the need for personnel monitoring, procedures and contamination control requirements. In coordination with the IC/ROC, the Bioenvironmental Engineering Flight representative will support and provide advice on the processing of personnel out of the cordon through the Contamination Control Point (CCP) until it has been determined there is no threat of contamination.

11.13.6. Coordinate with IC and medical treatment representative regarding the monitoring and decontaminating of medical casualties and follow-on medical surveillance requirements for exposed first responders.

11.13.7. Coordinate with the mortuary affairs officer on procedures for decontaminating human remains.

11.14. The Logistics Readiness Squadron representative will:

11.14.1. Advise the IC/ROC on the availability or limiting factors of transportation resources. Ensure the availability of transportation for EOC members (when required) from the assembly point to the designated ECP.

11.14.2. Obtain a cargo and/or passenger manifest from home station of airlift aircraft, when applicable.

11.14.3. Provide the CRT with transportation resources as required (note: some heavy equipment may need to be contracted or sourced from another location).

11.15. The Contracting Squadron representative will:

11.15.1. Work closely with effected units to procure required supplies and equipment to satisfy any required CDDAR responsibilities.

11.15.2. Provide contracting support to fulfill any CDDAR requirements identified by the end-user. The end-user has the responsibility of ensuring the availability of all required items necessary to perform their CDDAR duties. For those items that have usability age limits and/or expiration dates, or otherwise do not lend themselves to emergency stockpiling, a current source list for any necessary item should be maintained by the end-user in case of an emergency. 49 CONS, as part of their CDDAR responsibilities, will ensure a contingency contracting team is available on an emergency basis (at time of the mishap) to aid in implementing CDDAR procurement responsibilities. The satisfaction of any requirements identified to 49 CONS by the end-user can be satisfied through a variety of contractual

instruments, to include purchase orders, contracts, delivery orders, calls against Blanket Purchase Agreements (BPA), or the Government Purchase Card (GPC). In any case, 49 CPTS, in conjunction with the end-user, will need to determine the correct funds to use, and in the case of the GPC card, will need to load the funding onto the card prior to use. In addition, the end-user may use their organizational GPC to purchase any stockpiled items up front as part of their planning process.

11.16. The Staff Judge Advocate representative will:

11.16.1. Provide legal advice on matters, to include claims, provisions for setting up an NDA, jurisdiction, and coordinating Air Force personnel activity off-site.

11.16.2. Coordinate aircraft and missile accident investigation board activities.

11.17. The Force Support Squadron representative will:

11.17.1. Coordinate food service and billeting requirements for deployed disaster response elements.

11.17.2. Provide search and recovery for human remains, disposition, and other mortuary services.

11.18. The Public Affairs representative will:

11.18.1. Ensure that public information concerning accidents and DOD personnel, equipment, property or other resources is released as applicable.

11.19. The Safety representative will :

11.19.1. Monitor response activities for safety hazards and coordinate safety mishap investigation board activities.

JOSEPH L. CAMPO, Colonel, USAF
Commander, 49th Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 10-2501, Air Force Emergency Management Program, 19 April 2016 AFI 21-101, Aircraft and Equipment Maintenance Management, 21 May 2015

AFI 21-101_ AETC Supplement, Aircraft and Equipment Maintenance Management, 18 September 2015

AFI 21-103, Equipment Inventory, Status and Utilization Reporting, 16 December 2016 AFI 24-302, Vehicle Management, 26 June 2012

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AFI 36-2251, Management of Air Force Training Systems, 5 June 2009 AFI 91-202, The US Air Force Mishap Prevention Program, 24 June 2015 AFI 91-204, Safety Investigations and Reports, 27 April 2018

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

HAFB IEMP 10-2, Holloman AFB Installation Emergency Management Plan (IEMP), 18 June 2015

TO 00-105E-9, Aircraft Emergency Rescue Mishap Response Information (Emergency Services), 31 March 2011

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AFTO Form 244, *Industrial/Support Equipment Record*

Abbreviations and Acronyms

49 CES—49th Civil Engineer Squadron

49 CMS—Component Maintenance Squadron

49 CONS—49th Contracting Squadron

49 EMS—49th Equipment Maintenance Squadron

49 LRS—49th Logistics Readiness Squadron

49 MXG—49th Maintenance Group

49 MXG/CC—49th Maintenance Group Commander

49 WG—49th Wing

49 WG/CC—49th Wing Commander

AFB—Air Force Base

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFOSH—Air Force Occupational Safety and Health

AFOSHSTD—Air Force Occupational Safety and Health Standards

AFIMS—Air Force Incident Management System

AFRIMS—Air Force Records Information Management SystemsAFSC—Air Force Specialty Code

AFTO—Air Force Technical OrderAGE—Aerospace Ground Equipment

BE—Bio Environmental

BPA—Blanket Purchase AgreementC2—Command and Control

CAF—Combat Air Forces

CAT—Category

CC—Commander

CCP—Contamination Control PointCE—Civil Engineering

CEF—Civil Engineer Flight

CES—Civil Engineer Squadron

CDDAR—Crashed, Damaged, or Disabled Aircraft Recovery

CMA—Controlled Movement Area

CRT—Crash Recovery Team

DOD—Department Of Defense

EAL—Entry Access Listing

ECP—Entry Control Point

EOC—Emergency Operations Center

EOD—Explosive Ordnance Disposal

EM—Emergency Management

ESF—Emergency Support Function

FES—Fire Emergency Services

FSS—Force Support Squadron

GAF—German Air Force

GE—Ground Emergency

GPC—Government Purchase Card

HAFB—Holloman AFB

HAZCOM—Hazard Communication

IEMP—Installation Emergency Management Plan

IAW—In Accordance With

IC—Incident Commander

IFE—In-Flight Emergency

IMDS—Integrated Maintenance Data System

ISU—Integrated Storage Unit

ITP—Individual Training Plan

JQS—Job Qualification StandardMB-2—Martin Baker-2

MB-4—Martin Baker-4

MARE—Major Accident Response Exercise

MDS—Mission Design Series

MOC—Maintenance Operations Center

MTF—Maintenance Training Flight

MXMTR—Crash Recovery Operations Section

NDA—National Defense Area

OPR—Office of Primary Responsibility

OSHA—Occupational Safety and Health Administration

PA—Public Affairs

POI—Plan of Instruction

PPE—Personal Protective Equipment

RDS—Records Disposition Schedule

ROC—Recovery Operations Chief

SCR—Special Certification Roster

SJA—Staff Judge Advocate

TBA—Training Business Area

TDY—Temporary Duty Station

T.O.—Technical Order

4WD—4 Wheel Drive