BY ORDER OF THE COMMANDER
47TH FLYING TRAINING WING
(AETC)

LAUGHLIN AIR FORCE BASE
INSTRUCTION

21-104

10 JULY 2025

Maintenance

CRASHED DAMAGED OR DISABLED AIRCRAFT RECOVERY (CDDAR)

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available on the e-Publishing website at **www.e-Publishing.af.mil** for downloading or ordering.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: 47 FTW/MXF

Certified by: 47 MXD/DOM
(Lt Col Wesley A. Wade)

Supersedes: LAFBI 21-104, 24 June 2021

Pages: 7

This Laughlin Air Force Base Instruction implements Department of Air Force Instruction (DAFI)21-101_AETCSUP, dated 30 January 2024 Aircraft and Equipment Maintenance Management, requirements for the Crashed, Damaged or Disabled Aircraft Recovery (CDDAR) Program. It provides guidance and procedures for the CDDAR Program located at Laughlin Air Force Base. It applies to all base agencies (military, civilian, and contractors) that have specific responsibilities to support CDDAR recovery efforts. Group commanders or equivalent will ensure all personnel are familiar with these procedures and take appropriate action when notified of an aircraft mishap. Ensure all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, dated 22 Mar 2020 Records Management and Information Governance Program, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the DAF Form 847, Recommendation for Change of Publication; route DAF Forms 847 from the field through the appropriate functional chain of command. This publication may not be supplemented or further implemented/extended. The authorities to waive wing/unit level requirements in this publication are identified with a Tier 3. Submit requests for waivers through the chain of command to the appropriate tier waiver approval authority, or alternately, to the publication OPR for non-tiered compliance items. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

1. Crashed, Damaged, or Disabled Aircraft Recovery (CDDAR) Responsibilities:

1. 1. The Laughlin Control Tower will:

1.1.1. Activate the primary crash net upon notification of an aircraft mishap.

1.1.2. Consider advising taxiing and airborne aircraft of the mishap and instructing them to hold position or divert after consultation with the supervisor of flying. Coordinate facility and runway status with Radar Approach Control (RAPCON), Runway Supervisory Unit (RSU), Airfield Management Operations Section (AMOPS)

1.1.3. As directed, provide airspace sterilization over crash site (if applicable). Obtain the following: Location, date, time, call sign, type, model, series MAJCOM, Unit, type of flight plan, controlling agency, and Air Traffic Controller (ATC) position involved.

1.1.4. Air Traffic service, equipment, or Air Traffic Control and Landing Systems (ATCALS) involved. Notify ATCALS to check equipment performance.

1.1.5. Request an A/C mishap local weather observation (from WX) at time of incident.

1.1.6. Coordinate with RAPCON to notify Airspace Office (x5864) (after duty hours call ZHU Air Route Traffic Control Center (ARTCC) to initiate Temporary Flight Restriction (TFR) (3,000 AGL X 3 NM).

1.1.7. If a civilian is involved, notify FAA Southwest Regional Center at 817-222-5001.

1.2. **The command post will:**

1.2.1. Notify the Maintenance Operations Center (MOC) of aircraft type and approximate location.

1.2.2. Coordinate with the Incident Commander (IC) to activate the Emergency Operations Center (EOC) and notify key personnel.

1.3. **Airfield Management Operations will:**

1.3.1. Activate the secondary crash net upon notification of a mishap.

1.3.2. Assist Laughlin Control Tower and Supervisor of Flying with advising alternate taxi routes and/or parking schemes.

1.3.3. Recommend to OG/CC required surface closures on airfield as needed based on location of mishap and assess runways to determine usability for returning aircraft.

1.4. **The MOC will:**

1.4.1. Notify maintenance and other applicable base agencies of the mishap as outlined in Maintenance (MX) procedural checklists.

1.4.2. Coordinate with the CDDAR team chief to provide qualified MX personnel to support aircraft recovery.

2. CDDAR Equipment:

2.1. **T-38 MX support branch maintains the crash recovery trailer containing the following equipment at minimum.**

2.1.1. T-38 lift sling with 4 jack pads with new bolts after every lift.

2.1.2. Tie down chains, ropes with block and tackles and load binders.

2.1.3. Four mattresses and various pads

2.1.4. A pick, axes, hoe, rake, rope, shovels, pry bars, and five tethering ropes

2.1.5. A 10-pound fire extinguisher (dry chemical ABC)

2.1.6. Clean fuel, hydraulic, oil sample kits

2.1.7. Two axle jacks

2.1.8. Four pneumatic lifting bags (located under Building 99 canopy)

2.1.9. Two 4-foot ladders

2.1.10. Cargo /web belts and T-38 snatch cables.

2.1.11. Composite Tool Kit (CTK)

2.1.12. Temporary hard surface plates (located under Building 99 canopy)

2.1.13. Aerospace Ground Equipment (AGE) lifts bag blowers (sub-located next to crash trailer)

2.1.14. Applicable safety equipment needed to support composite damage hazards and lift hazards. (i.e., gloves, hard hats, goggles, National Institute for Occupational Safety and Health (NIOSH) approved dust mask, type suits, and sprayers with solution to contain composite airborne hazards, also see **para. 2.1.17.1**.) 30-ton crane.

2.1.15. T-6 Division/MSB maintains the following CDDAR support equipment for availability:

2.1.15.1. T-6 lift slings, emergency tow bar/snatch cables, jacks, and a Hobart Ground Power Unit (GPU).

2.1.16. T-38 Division/MSB maintains the following CDDAR support/safety equipment for availability:

2.2. **[2.1.16.1.] Powered Air Purifying Respirators (PAPR), damaged composite clean-up accessories, rubber over boots, Tyvek suits, emergency tow bar and tripod jacks. The T-38 Aircraft Maintenance Division provides a qualified crane operator.**

2.3. **The base motor pool provides a 40-foot trailer and driver to support CDDAR operations, if required (24-hour availability).**

2.4. **The Civil Engineering Squadron (CES) provides heavy equipment vehicles and drivers to support CDDAR operations, if required (24-hour availability).**

2.5. **Personal Protective Equipment required to perform CDDAR operations containing composite/hazardous materials is as follows:**

2.5.1. Minor Structural Damage- Long sleeves, eye protection, nitrile gloves, leather gloves, and hard soled boots.

2.5.2. Major Structural Damage- Same requirements as above, with a NIOSH-approved respiratory dust mask due to increased levels of composite dust.

2.5.3. Fire Damage- Same requirements as **paragraph 2.5.1**, plus a powered air purifying respirator with a particulate filter.

2.5.4. Structural and Fire Damage-Same as above, plus the addition of a Tyvek protective outer garment and rubber over boots.

2.5.5. When Blood Borne Pathogens are present, everything listed above with the addition of a Tyvek suit.

3. CDDAR Program Requirements:

3.1. **The 47 FTW/MX will:**

3.1.1. Appoint a CDDAR Team Chief/Alternate Team Chief and track on the maintenance Special Certification Roster (SCR).

3.2. **The CDDAR team chief will:**

3.2.1. Coordinate with maintenance training branch to develop course control documents and/ or lesson plans for CDDAR training.

3.2.2. Ensure CDDAR procedures are coordinated with the fire department, safety, CES readiness, Lackland Air Force Base Explosive Ordinance Disposal (EOD), security forces, bio-environmental, and airfield manager.

3.2.3. Maintain a list of tools and equipment required for CDDAR support. Inform the 47 FTW/MX in writing of equipment shortages or other serviceability issues that affect recovery operations.

3.2.4. Ensure sufficient personnel are trained for each assigned aircraft Mission Design Series (MDS) to support CDDAR operations.

3.2.5. Ensure familiarization with/training on any unique characteristics, hazards, materials (i.e., composite hazards/recovery, blood borne pathogens, Personal Protection Equipment (PPE), PAPR training, etc.) for the assigned aircraft are accomplished and documented in the Maintenance Information System. Specific tasks and qualifications will be documented in the individual's training record, or Maintenance Information Systems (MIS) as applicable.

3.2.6. Ensure CDDAR team members receive initial training comprised of both academic and hands-on recovery exercises.

3.2.7. Conducts/participates in annual training exercises for each assigned MDS. Coordinate with maintenance Quality Assurance (QA) to evaluate CDDAR exercises.

3.3. **The MOC will:**

3.3.1. Initiate maintenance local CDDAR procedural checklists.

3.3.2. Inform, CDDAR team, egress, and aircrew flight equipment personnel to assemble and standby for further instructions as determined by the IC or base fire chief. 2

3.3.3. Provide radios and vehicles to support maintenance CDDAR representative(s). Advise personnel responding to the mishap to switch to radio net four.

3.3.4. Coordinate with maintenance agencies to ensure oxygen, hydraulic, fuel, and oil samples are taken. Ensure support equipment used to service the aircraft is (are) impounded

pending investigation. Instruct applicable work centers to isolate and secure all aircraft maintenance records. Notify Data Management to lock out the Maintenance Information System (MIS) for aircraft involved. Records will be collected by maintenance QA and provided to the wing flight safety office upon request (specific records required are listed in LAFB Mishap Response Plan, Annex I – Maintenance Directorate, **Para. 3.5**. Steps 3.5.1- 3.5.8).

3.3.5. For aircraft not assigned to Laughlin AFB, notify the owning base/organization of the mishap. Coordinate with the owning organization and local CDDAR team chief to determine support requirements for aircraft of different MDS than assigned wing aircraft. If the aircraft mishap is located off station, the IC will determine the designated assembly area and coordinate required recovery operations.

3.4. **T-38 Division/MSB will:**

3.4.1. Provide the crash recovery crew for operating the 30-ton crane and crash recovery trailer. If the crane site is on the airfield or within 5NM of the airfield, coordination with the Airfield Operations Flight must occur prior to use (Ext: 5759). The crash recovery crew is put on standby in the work center until called for at the time the emergency situation is verified by MOC. On weekends or after duty hours, the night/weekend duty representative recalls necessary personnel. Minimum requirements for the crash recovery crew are members for the following positions:

3.4.2. One recovery supervisor/team chief.

3.4.3. One crane operator

3.4.4. One swamper/general assistant

3.4.5. Four recovery members required for the T-6 and T-38.

3.5. **T-38 Division will maintain a respiratory protection program IAW AFI 48-137 dated 11 Sep 2018 and 29 CFR 1910.134 due to CDDAR composites and blood borne pathogen hazards.**

Tyler J. Ellison, Colonel, USAF
Commander, 47th Flying Training Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

DAFI 21-101_AETCSUP, Aircraft and Equipment Maintenance Management
LAFB IEMP 10-2, Installation Emergency Management Plan (IEMP)
LAFB Mishap Response Plan, Annex I – Maintenance Directorate
T.O. 00-80C-1-WA-1, Crashed, Damaged, Disabled Aircraft Recovery Manual (ATOS HILL)
AFMAN 10-206 AETCSUP, Operational Reporting (OPREP)
DAFI 21-103, Equipment Inventory, Status and Utilization Reporting
AFMAN 10-2502, Air Force Incident Management System (AFIMS) Standards and Procedures
DAFI 10-2501, Emergency Management Program
AFI 48-137, Respiratory Protection Program
DAFMAN 91-203, Air Force Occupational, Safety, Fire, and Health Standards
29 CFR 1910.134, Occupational Safety and Health Administration- Respiratory Protection
AFI 33-322, Records Management and Information Governance Program Prescribed

Forms Adopted

DAF 847, Recommendation for Change of Publication

Abbreviations and Acronyms:

AGE—Aerospace Ground Equipment

AMOPS—Airfield Management Operations Section

ARTCC—Air Route Traffic Control Center

ATC—Air Traffic Controller

ATCALS—Air Traffic Control and Landing Systems

CDDAR—Crashed, Damaged or Disabled Aircraft Recovery

CES—Civil Engineering Squadron

CTK—Composite Tool Kit

EOC—Emergency Operations Center

EOD—Explosive Ordnance Disposal

GPU—Ground Power Unit

IC—Incident Commander

MIS—Maintenance Information System

NIOSH—National Institute for Occupational Safety and Health

PAPR—Powered Air Purifying Respirator

PPE—Personal Protection Equipment

RAPCON—Radar Approach Control

RSU—Runway Supervisory Unit

QA—Quality Assurance

SCR—Special Certification Roster

TFR—Temporary Flight Restriction

Terms

Accident Scene—The cordoned area surrounding an accident site from which all nonessential personnel and resources are evacuated and prohibited.

Accident Site—The area surrounding the impact point in which hazards to personnel (wreckage, fire, or damage) are readily identifiable.

Cordon—A physical barrier surrounding the accident scene where controls are established to preclude unauthorized entry.

Emergency Operations Center (EOC)—The location where base support agencies convene to determine recovery efforts to support a major accident and establish command and control under the direction of the IC.

Incident Commander (IC)—The person designated to coordinate the rescue and recovery efforts at the crash site. This individual is the personal representative of the installation commander and controls all base agencies responding to an accident scene.

Major Accident—An accident involving Department of Defense materiel of such a magnitude to warrant response by the base disaster response force.