

**BY ORDER OF THE COMMANDER
MOUNTAIN HOME AIR FORCE BASE**

**MOUNTAIN HOME AIR FORCE BASE
INSTRUCTION 21-102**



4 DECEMBER 2019

Maintenance

**CRASH, 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 release restrictions on this publication

OPR: 366 MXS/MXMT

Certified by: 366 MXS/CC
(Lt Col Christopher C. Smith.)

Supersedes: MOUNTAINHOMEAFBI21-102,
16 June 2009

Pages: 9

This publication provides guidance for aircraft and equipment maintenance management for Mountain Home Air Force Base (MHAFB). It provides the minimum essential guidance and procedures for safely and effectively maintaining, servicing, and repairing aircraft and support equipment at the base level. Maintain records prescribed by processes in this publication according to Air Force Manual 33-363, Management of Records, and dispose of them according to the Air Force (AF) Records Disposition Schedule located at the AF Portal link for the AF Records Information Management System. Contact supporting records managers as required. Refer recommended changes and questions regarding this publication to the Office of Primary Responsibility using the AF Form 847, Recommendation for Change of Publication, route AF Forms 847 through the base publications and forms manager.

SUMMARY OF CHANGES

All references to 366 MOS/MXOOM have been changed to 366 A4/A4QC. All references to 366 MXG have been changed to 366 FW or 366 MXS. **Paragraph 1** changed 1.3 to MOC (366 A4/A4QC) added 1.11. **Paragraph 2** changed Aircraft Maintenance Unit to Fighter Squadron and added SG to type of aircraft trained to recover. **Paragraph 2.9** changed Crane West Inc. to Federal Contracts Corp. References section changed 5 dates to match updated versions as follows: Line 5 changed 30 June 2005 to 01 July 2017; Line 8 Changed 1 May 2007 to 18 October 2017; Line 9 changed 7 February 2007 to 1 July 2017; Line 11 Changed 1 February 2007 to 1 December 2017; Line 12 Changed 24 August 2007 to 15 January 2016. On **Attachment 2** between General Purpose Vehicles and Crash Recovery Trailer added Initial Response Crash Recovery Trailer 05N-390 (366 MXS/MXMTR)

1. Tasked Organizations:

- 1.1. The 366th Civil Engineer Squadron, Fire Department Senior Fire Official (SFO) (366 CES/CEF)
- 1.2. The 366th Maintenance Squadron/CDDAR (MXMTR)
- 1.3. MOC (366 A4/A4QC)
- 1.4. The 366th Security Forces Squadron (366 SFS)
- 1.5. The 366th Aerospace Medicine Squadron, Bioenvironmental Engineering (366 AMDS/SGPB)
- 1.6. Readiness and Emergency Management Flight (366 CES/CEX)/Explosive Ordnance Disposal (EOD) (366 CES/CED)
- 1.7. The 366th Logistics Readiness Squadron (366 LRS)/Fuels (366 LRS/LGRF)/Vehicle Distribution (366 LRS/LGRDDO)
- 1.8. The 366th Fighter Wing Safety (366 FW/SE)
- 1.9. The 366th Fighter Wing Advanced Programs (366 FW/AP)
- 1.10. The 366th Operations Support Squadron (366 OSS)
- 1.11. The 366th Financial Acquisition Squadron (366 FAS)

2. CDDAR Responsibilities. The 366th Maintenance Squadron, Repair and Reclamation (R&R) shop (366 MXS/MXMTR) will provide response for all assigned and transient aircraft during normal duty hours. Note: Normal flying hours will be determined as those designated in the unit's weekly flying and utilization schedule. All base assigned organizations will provide assistance and equipment support not possessed by 366 MXS upon request. With any aircraft emergency, the on-scene commander (IC), in coordination with 366 FW/SE and 366 FW/AP, will determine disposition of the aircraft, regarding possible investigation requirements. If no investigation is required, responsibility may be relinquished to the owning Fighter Squadron immediately after the aircraft is cleared off the runway by Crash Recovery. 366 MXS/MXMTR will train to recover F-15C/D/E/SG aircraft.

2.1. Owing organization of mishap aircraft will provide as requested, maintenance personnel and equipment to assist in the recovery functions of their aircraft under direct supervision of the crash recovery team chief.

2.2. The 366 MXS will:

2.2.1. Provide a crash recovery team (CRT) chief who will assume recovery responsibility IAW the 366 FW Mishap Response Plan, after the aircraft has been declared to be in a fire safe condition by the base fire chief or designated representative.

2.2.2. Provide a qualified recovery (CDDAR) team chief (E-6 or above) who will direct the recovery operations and coordinate request for additional support requirements from the owning and support organizations through MOC (366 A4/A4QC) via radio, telephone, or cellular phone.

2.2.3. Provide CRT response personnel for in-flight or ground emergencies (GE) (excluding hung ordnance or flares). CRT will consist of minimum (6) personnel for a disabled aircraft recovery operation, or three (3) that are tow qualified for an in-flight emergency (IFE) recovery. Ensure crash recovery personnel are qualified and trained in crash recovery procedures.

2.2.4. Maintain and supply general purpose crash recovery equipment, e.g., lifting bags, matting, general purpose slings, landscaping equipment, etc.

2.2.5. Support transient aircraft in-flight and GE with aid from Transient Alert (TA) personnel and aircraft crew members.

2.2.6. Furnish MOC (366 A4/A4QC) or grid coordinators with a current recall list of key personnel for after-duty coverage. 366 MXS/MXMTR has primary responsibility for providing qualified personnel to support the overall crash recovery program at MHAFB under direction of the IC.

2.2.7. Ensure sufficient personnel are available to respond to emergencies during normal flying hours. Note: Normal flying hours will be determined as those designated in the unit's weekly flying and utilization schedule.

2.2.8. As a minimum, the following positions are required for recovery personnel or specialties, and may be utilized as determined by the team chief in the event of a damaged or crashed aircraft recovery.

2.2.8.1. Tow vehicle operator (must be qualified on the 366th Fighter Wing (366 FW) Mission Design Series (MDS) aircraft).

2.2.8.2. Tow supervisor (must be qualified on 366 FW MDS aircraft).

2.2.8.3. Crane marshaller (for crashed or damaged aircraft only).

2.2.8.4. CDDAR team chief.

2.2.8.5. CDDAR team member.

2.3. Personnel Protective Equipment. Determination as to the presence of hazardous/composite material will be made by the on-scene fire chief. As a minimum, 366 MXS crash recovery personnel will be qualified on and possess the following equipment as required by Technical Order (TO) 00-105E-9, Aerospace Emergency Rescue and Mishap Response Information (Emergency Services).

2.3.1. High efficiency particulate air respirator.

2.3.2. Leather work gloves (outer).

2.3.3. Nitrile rubber gloves (inner).

2.3.4. Hard sole work boots (steel-toe).

2.3.5. Coated, hooded Tyvek suit with booties.

2.4. Crash Recovery Crews will:

2.4.1. Coordinate with 366 CES/CEF as to the status of the affected aircraft. **WARNING:** Under no circumstances will crash recovery personnel enter the active runway or approach disabled/damaged aircraft until the ranking representative from the base fire department has confirmed the area and aircraft are safe to approach, and then only through the authorized entry control point (ECP).

2.4.2. Maintain communication with MOC (366 A4/A4QC) via radio or telephone (cellular) if out of radio range.

2.4.3. Maintain communication with control tower while on the active runway. As a minimum, crash recovery crews will be escorted by a vehicle having radio contact with control tower.

2.5. MOC (366 A4/A4QC) will:

2.5.1. Notify 366 MXS/MXMTR as to the nature of the emergency, type aircraft, serial number, approach runway, call sign, and location if aircraft has already landed, or a GE or grid coordinates if the aircraft has crashed.

2.5.2. Request owning organization assemble personnel to assist Crash Recovery personnel as required/requested to remove disabled or damaged aircraft.

2.5.3. Dispatch and coordinate 366 FW personnel and equipment requirements as needed by crash recovery personnel.

2.5.4. Maintain radio contact with and provide coordination support to crash recovery until recovery operations have terminated by IC or Crash Recovery team chief.

2.6. The 366 CES/CEF will:

2.6.1. Perform crash rescue.

2.6.2. If hazardous equipment is present and immediate potential danger to personnel or equipment, senior fire official will determine evacuation requirements. Senior fire official will determine whether or not personnel must expeditiously depart to an area at least 2,000 feet upwind from accident scene.

2.6.3. Senior fire official or IC will assess aircraft for damage on initial response, establish a cordon if required, notify 366 SFS personnel to maintain the cordon, notify 366 AMDS/SGPB if required, and 366 CES/CEF if deemed necessary.

2.7. The 366th Logistics Readiness Squadron (366 LRS) will:

2.7.1. Provide vehicles and drivers required to transport crash recovery team personnel and equipment to and from damaged or crashed aircraft sites. Reference [Attachment 2: Special Vehicles and Equipment](#).

2.7.2. If required, Fuels personnel will provide personnel and equipment for quality analysis.

2.8. Transient Alert (TA) Contractor will:

2.8.1. Per contract, provide transient maintenance services and formulate and execute parking plans for emergencies as declared by the government. Emergency services are unforeseen occurrences, which require sudden, urgent and sound judgment. Examples include, but are not limited to, diverted aircraft, In-Flight Emergency (IFE), hung ordnance, medical and hurricane evacuations, emergency evacuation of aircraft due to fire, bomb threat, volcanic ash fallout, high winds or tornado/hail storm, snow, earthquake, major fuel spill, hydrazine leakage, nuclear incident, aircraft crashes, hijacking, declared war, disaster relief plans, or other contingencies involving transient aircraft. The contractor shall use the priorities established by the MOC, if activation of exercises or contingency plans are generated.

2.8.2. The contractor shall be tasked to provide limited crash recovery response on all transient aircraft on weekends, wing down days, and wing curtailed work days when 366th Maintenance Squadron (366 MXS) Repair and Reclamation is on telephone standby. The contractor shall coordinate with MOC for recovery efforts. The contractor shall provide secondary crash response all other times during normal duty hours. Crash response will consist of, but not limited to, the removal of all stranded transient aircraft on the active runway, taxiway, and aircraft parking locations to include aircraft barrier engagements in accordance with local directives. Any aircraft requiring emergency response beyond the capability of the contractor and requiring the assistance of the 366 MXS Repair and Reclamation section, will be coordinated through MOC.

2.9. The 366th Financial Acquisition Squadrons will maintain the crane Blanket Purchase Agreement for the emergency acquisition of a crane and serve as the execution authority should such assets be needed.

3. Rapid Removal of Aircraft on a Runway or Taxiway. During normal flying periods, disabled aircraft will be removed as quickly and safely as possible after touchdown. Damaged aircraft will be removed as soon as possible depending on structure condition, equipment requirements, etc. Damaged aircraft will be removed from the runway in a minimum time period consistent with the following:

- 3.1. Personnel safety, including considerations for aircraft still airborne.
- 3.2. Prevention of unnecessary secondary damage.
- 3.3. Prevention of destruction of evidence for accident investigation.

4. Units Deployed to MHAFB. 366 MXS crash recovery team chief, in conjunction with 366 A4/A4QC, will ensure units deployed to MHAFB flying local sorties provide a maintenance representative to the crash recovery team for the purpose of evaluating and assisting in the resolution of an incident. If crash recovery personnel are not trained on characteristic of the specific aircraft MDS, IC will coordinate for assistance with the owning unit via the 366 FW Command Post. Assistance may range from owning unit dispatching a certified crash recovery team chief for the MDS, to a request for a full recovery crew with equipment, depending upon the circumstances at the incident site.

5. Requests for Media Information. Channel communications by the crash recovery team through IC. Crash recovery team members will not volunteer information or make statements to the media. Requests for media information or statements will be referred to 366 FW/PA (Public Affairs). 366 FW/PA will provide an alert photographer, briefed by 366 FW/AP, to document the scene for accident investigation efforts, historical archives and potential future release to public/media.

6. Wing Crash Recovery Exercises. 366 MXS/MXMTR will participate in and provide sufficient personnel and equipment for recovery of the aircraft during wing exercises involving an aircraft incident. The extent of the recovery portions will be at the discretion of the IC and 366 FW/XP (Plans, Programs, and Assessments) exercise evaluation team members.

7. Off-Base Recovery Procedures. Off-base recovery actions will be conducted IAW 366 FW Installation Emergency Management Plan 10-2, and 366 FW Mishap Response Plan 9101-CY.

8. Supplemental Procedures:

8.1. Refer to the following instructions for overall guidance:

8.1.1. The 366 FW Emergency Action Check sheets; 366 FW Aircraft Emergency Response Procedures for Locally Assigned Aircraft and local checklists (LCL) 366 FW-40-2; 48 and 91 series AFOSH standards; and applicable MDS specific TOs.

8.1.2. For Emergency Aircraft Cable/Barrier Engagement Procedures, refer to MHAFBI 11-250, Airfield Operations and Base Flying Procedures; LCL 366 FW-40-2.

8.1.3. For Aircraft Hot Brake Procedures, refer to MHAFBI 11-250, and LCL 366 FW-40-2.

RICHARD A GOODMAN, Colonel, USAF
Commander

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

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

MOUNTAINHOMEAFBI 11-250, *Airfield Operations and Base Flying Procedures*, 1 July 2017

Technical Order (TO) 00-105E-9, *Aerospace Emergency Rescue and Mishap Response Information (Emergency Services)*, 18 October 2017

Mountain Home AFB Installation Emergency Management Plan (IEMP) 10-2, 1 July 2017

366th Fighter Wing Mishap Response Plan 9101-CY, 1 December 2017

LCL 366 FW-40-2, *Emergency Response*, 15 January 2016

FA4897-15-C-2003, *ONVOI LLC*, 1 October 2015

Prescribed Forms

No prescribed forms.

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AP—Wing Advanced Programs (366 FW/AP)

AF—Air Force

AFMAN—Air Force manual

AMDS—Aerospace Medicine Squadron

CDDAR—Crashed, Damaged or Disabled Aircraft recovery

CED—Explosive Ordnance Disposal (366 CES/CED)

CEF—Fire Department (366 CES/CEF)

CES—Civil Engineer Squadron (366 CES)

CEX—Readiness and Emergency Management Flight (366 CES/CEX)

CRT—Crash Recovery Team

ECP—Entry Control Point

MXS—Maintenance Squadron

EOD—Explosive Ordnance Disposal

FW—Fighter Wing (366 FW)

GE—Ground Emergency

IC—Incident Commander

IAW—In Accordance With

IFE—In-Flight Emergency

LCL—Local Checklist

LGRF—Fuels

LGRD—Distribution

LRS—Logistics Readiness Squadron (366 LRS)

MDS—Mission Design Series

MHAFB—Mountain Home Air Force Base

MOC—Maintenance Operations Center (366 A4/A4QC)

MTS—Maintenance Training Section

MXMTR—Repair and Reclamation (R&R) Shop (366 MXS/MXMTR)

OSS—Operations Support Squadron (366 OSS)

PA—Public Affairs (366 FW/PA)

R&R—Repair and Reclamation

SE—Safety (366 FW/SE)

SFS—Security Forces Squadron (366 SFS)

SGPB—Bioenvironmental Engineering

TA—Transient Alert

TO—Technical Order

Terms

Disabled Aircraft—A disabled aircraft is defined as an aircraft that cannot or should not be moved using its own motive power but can be towed using its own serviceable undercarriage.

Damaged Aircraft—A damaged aircraft is an aircraft that cannot be moved from the runway using its own motive power or by towing on its own undercarriage.

Attachment 2

SPECIAL VEHICLES AND EQUIPMENT

Figure A2.1. Special Vehicles and Equipment Chart.

<p>General purpose vehicles equipped with radio "Crash Recovery 1 & 2" (366 MXS/MXMTR)</p> <p>Requirement for both vehicles - 1 Ton 6 PAX 4X4 pick-up truck equipped with standard tow package to tow our first response crash recovery bumper pull trailer that weighs approximately 7000lbs. This vehicle also requires a vehicle mobile radio, red/white light bar and siren/PA system.</p>
<p>Initial Response Crash Recovery Trailer 05N-390 (366 MXS/MXMTR)</p>
<p>Crash Recovery Trailer 07X98702 (366 MXS/MXMTR)</p>
<p>All Terrain Forklift (366 LRS/LGRDDO)</p>
<p>Aircraft tow vehicle with tow bar (366 MXS/MXMTR) Flatbed trailer (366 LRS/LGRDDO)</p>