BY ORDER OF THE COMMANDER
SPACE LAUNCH DELTA 30

SPACE LAUNCH DELTA 30
INSTRUCTION

21-104

15 JANUARY 2026

Maintenance

CRASH, DAMAGED AND DISABLED AIRCRAFT RECOVERY PROGRAM

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Department of the Air Force Instruction (DAFI) 21-101 Air Force Material Command Supplement Addendum D United States Space Force (USSF) *Non Standard Organization (NSO) Aircraft and Equipment Maintenance Management,* 07 November 2022, T.O. 00-80C-1, *Crash, Damage, Disabled Aircraft Recovery (CDDAR)Manual,* 28 July 2024, and DAFI 21-103, *Equipment Inventory, Status, and Utilization Reporting,* 31 October 2022. This instruction establishes responsibilities, procedures, and pertaining instructions for crash damaged/disabled aircraft recovery (CDDAR) for both major and minor incidents in the Vandenberg Space Force Base (SFB) area of responsibility to include, tenant, transient, foreign aircraft, test vehicles, and space vehicles that utilize airfields. All agencies involved with recovery operations will ensure compliance with this instruction to ensure a cooperative, coordinated response to CDDAR situations. It applies to all organizations/staff agencies under the direction of the Space Launch Delta 30 Commander (SLD30/CC) and should be implemented in conjunction with DAFI 91-204, *Safety Investigations and Reports,* 09 March 2021, and Department of the Air Force Manual (DAFMAN) 91-223, *Aviation Safety Investigation and Reports,* 19 September 2022. Additionally, this document provides the basis of US Government requirements for Contractor Logistics Support agencies regarding CDDAR response. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Instruction (AFI 33-322), Records Management and Information Governance Program, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. 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 be supplemented at any level, but all direct supplements must be routed to the OPR of this publication for coordination prior to certification and approval. See **Attachment 1** for a glossary of references and supporting information. The authorities to waive wing, unit, or delta level requirements in this publication are identified with a tier ("T-0, T-1, T-2, T-3") number following the compliance statement. 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.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Revisions include realignment of the 30th Space Wing into Space Launch Delta 30 and updating organization names, authorities and nomenclature to match changes in referenced materials.

1. Overview .

1.1. **In-flight or ground emergencies involving aircraft require prompt, coordinated actions from many agencies to prevent unnecessary loss of life, damage to equipment, or interference with other flying operations.** This instruction is not intended to replace detailed guidance given by technical orders, other instructions, or regulations, but rather to serve as a coordination tool to ensure all agencies are aware of their responsibilities during aircraft emergency situations.

1.2. **Vehicles and personnel will respond to aircraft emergencies with vehicles equipped with UHF, VHF and LMR radios.** Responding vehicle operators must be certified to drive on the SLD 30 airfield and possess a valid airfield driver's license. Vehicles will position themselves behind responding crash vehicles and not impede movement or vision. In addition, only authorized agencies may operate on the crash/tower net. Personnel not required to respond will clear the area so as not to interfere with emergency operations. If necessary, the Senior Fire Official (SFO) or Incident Commander (IC) will direct the Security Forces to clear the area of non-essential personnel.

1.3. **During the initial response to an aircraft emergency, the SFO is the IC and will determine if the aircraft is safe prior to releasing the aircraft for maintenance, recovery, or safety investigation (if required).** Until the aircraft has been released by the IC, no one will approach the aircraft without approval from the IC. All vehicles, except Fire Department and crash recovery vehicles, will remain clear of the aircraft. This does not prohibit essential vehicles (such as tow vehicles) from positioning themselves nearby for immediate use. The IC must release the aircraft or direct specific actions before any vehicles, other than Fire Department vehicles, approaches the aircraft. This restriction does not prevent emergency actions prior to Fire Department arrival.

1.4. **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. Following approval from Flight Safety, 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:

1.4.1. Personnel safety.

1.4.2. Prevention of unnecessary secondary damage.

1.4.3. Prevention of destruction of evidence for accident investigation.

1.4.4. Equipment available to move aircraft.

1.5. **The SLD 30 Crash Recovery program is a combined effort of the contract aircraft services provider, Transient Alert (TA), Aerospace Ground Equipment (AGE) and tenant unit 30th Reconnaissance Squadron (RS) to reclaim mishap aircraft if equipment is available.**

1.5.1. The SLD 30 is limited to prefer method towing for removing transient aircraft. Crash recovery equipment and qualified team members to include Team Chiefs is provided by the aircraft home station or applicable commercial entity, this may cause a delay to remove incident aircraft from the runway. TA and AGE service is a contracted function under the Aerospace Support Services Contract. Before utilizing TA & AGE contactor support, consult the local SLD 30 Team Chief, SLD 30/PM or 30th Contracting Squadron (CONS) office for any Performance Work Statement (PWS) clarification. If a crane or other specialized equipment is needed, local rental/lease will be contracted by CONS if it cannot be provided by the SLD 30.

1.5.2. This instruction is mutually recognized between the tenant and host organizations.

1.5.2.1. Due to the unique mission, the 30th RS Det 1 will have all equipment necessary on site to recover their own assets. All host CDDAR supporting agencies will respond to emergencies or mishaps as described in this instruction.

1.5.3. Foreign aircraft mishaps.

1.5.3.1. SLD 30 will notify the DOD agency who sponsored the mission for aircraft removal. The aircraft recovery plan will be developed per their requirements. The recovery plan will need the approval from the SLD 30/CC or designated represented.

1.5.3.2. All host CDDAR supporting agencies will respond to emergencies or mishaps as described in this instruction.

1.6. **For mishaps, the IC at SLD 30 will contact the appropriate agencies required to respond to an aircraft mishap.** If activated, the IC will contact the Emergency Operations Center (EOC) and submit a request to obtain assistance from agencies which are beyond the IC's span of control or outside existing mutual aid agreements. If the EOC is not activated, the SLD 30 Command Post (CP) is the primary point of contact for SLD 30 providing 24-hour coverage.

2. Declaration of Emergencies.

2.1. **The aircrew is primarily responsible for declaring ground or in-flight emergencies.** Emergencies may also be declared by air traffic control personnel or officials responsible for the operation of the aircraft.

2.2. **Individuals who become aware of aircraft emergency situations will use any means available to relay the necessary information to any agency capable of initiating emergency procedures (Tower, Fire Department, CP, Airfield Management, etc.**).

2.3. **Persons declaring emergencies (ground or in-flight) should provide the following information, if time and conditions permit:**

2.3.1. Aircraft identification and type.

2.3.2. Nature of emergency.

2.3.3. Pilot's desires/intentions.

2.3.4. Aircraft altitude, position, and estimated time of arrival, or location on airfield for ground emergencies.

2.3.5. Number of people on board.

2.3.6. Fuel remaining (in-flight emergencies only).

2.3.7. Number and type of ordnance on board.

2.4. **Ultimately, emergency information must be passed to the Control Tower to activate the Primary Crash Alarm System (PCAS).** If unable to contact Control Tower, notify CP, who will activate the Secondary Crash Net (SCN).

3. Response:

3.1. **All response vehicles (except Fire Department and crash recovery vehicles) and non-essential vehicles will remain clear of emergency aircraft until Fire Department and crash recovery actions are complete.**

3.2. **During the initial response phase, response vehicles may not perform a foreign object inspection of vehicle tires.**

3.2.1. After the mishap aircraft is declared “Fire Safe” by the Incident Commander (IC), the next appointed Recovery Operations Chief (ROC) will identify, account, or recover classified and hazardous cargo material with the appropriate agency. 30th OSS/OSA may have information if the mishap aircraft contained classified and/or hazardous cargo. If classified or hazardous cargo is identified, the IC will coordinate recovery of the cargo with the agency the cargo belongs to. Aircraft recovery shall not begin until classified or hazardous cargo is removed.

4. Agency Responsibilities and Procedures.

4.1. **SLD 30/CC.**

4.1.1. The Delta Commander or designated representative determines and notifies the Emergency Operations Center (EOC) Director of removal conditions designated as:

4.1.1.1. ***Emergency:*** This condition requires immediate runway clearance at the risk of losing personnel, equipment, and evidence. Although rescue may be attempted, the runway must be cleared.

4.1.1.2. ***Urgent:*** This condition requires runway clearance as soon as possible at the risk of losing equipment, evidence, and causing secondary damage to the aircraft after completion of rescue, firefighting, and explosive ordnance disposal (EOD) operations.

4.1.1.3. ***Routine:*** This condition allows sufficient time to use recovery techniques to minimize further damage to aircraft, preserve evidence, and precludes exposing personnel or equipment to danger.

4.2. **30th OSS/CC:**

4.2.1. Will coordinate with the SLD 30/CC for all operational matters and decisions affecting handling of aircraft emergencies.

4.3. **SLD 30/CP.**

4.3.1. For after-hours, implement the appropriate checklist, activate SCN and coordinate with the following agencies for CDDAR response/support: SLD 30/CC, Civil Engineering/Readiness Flight, SLD 30 Safety Office, Medical Squadron, CES Environmental office, Security Forces Squadron, Airfield Manager, Vehicle Operations, Base Contracting, Force Support Squadron, EOD, Fire Department, CDDAR Team Chief and TA and AGE contractor.

4.4. **SLD 30 CES Environmental office.**

4.4.1. Consult and be directly involved in determining personnel health hazards, training required and appropriate levels of PPE. The CES Environmental office will also make provisions to recall a representative for non-duty hours.

4.4.2. Evaluate the scene for potential health hazards and will provide assessments to the Incident Commander (IC).

4.4.3. Provide constant updated site conditions to OSC and CDDAR Team Chief. Additionally, will also work with OSC, CDDAR Team Chief and Security Forces in determining the peripheral area (The peripheral area should be more than 25 feet away from damaged composite parts, depending on the environmental conditions). (Ref T.O. 00-105E-09).

4.4.4. Responsible for the evaluation of any contamination to the environment, assessing the necessary cleanup, disposal of contaminated components, and coordination with the appropriate Federal and State Regulatory agencies.

4.4.5. Brief recovery personnel on all potential hazards and specify proper PPE as required based on assessment.

4.4.6. Provide in-time respirator training to recovery personnel. The CDDAR Team Chief will not maintain a respirator program. The CES Environmental office will make recommendations for the PPE to contracting for purchase during a mishap.

4.5. **30th Civil Engineering Squadron (CES).**

4.5.1. Provide available resources requested by the IC through the EOC, which may include the following:

4.5.2. Delivery of heavy machinery with operators as determined by the CDDAR Team Chief or ROC.

4.5.3. Procure and deliver necessary supplies needed for the recovery/removal operation (i.e. dunnage, plywood, planking, steel plates, gravel, etc.)

4.5.4. When directed by the ROC and Safety Investigation Board (SIB), CES will complete a grid survey of the area and identify the location of aircraft parts and remains.

4.5.5. Submit unavailable material requirements through the EOC to 30th Contracting Squadron (CONS) for rapid procurement.

4.6. **30th CONS.**

4.6.1. The base contracting office will procure needed supplies and coordinate with the IC and CDDAR Team Chief for availability and delivery of all emergency requests. Will make provisions to recall a representative for non-duty hours.

4.6.2. Execute and award delivery orders for expeditious delivery of materials and equipment pre-identified in **Attachment 2** to this instruction.

4.6.3. Maintain source lists for equipment and material referenced in aircraft recovery technical data as listed in **Attachment 2** to this instruction.

4.6.4. Conduct market research at two-year intervals to refresh source lists above.

4.7. **30th Logistics Readiness Squadron (LRS).**

4.7.1. Provide tractor/trailers and forklifts via u-drive and/or driver support to assist with transport of equipment and/or personnel to the incident site, as well as transport aircraft to the wreckage assembly point if authorized.

4.7.2. Transportation requirements beyond those provided by on-base assets will be requested by the IC through the EOC to 30th CONS.

4.7.3. Establish procedures to impound fuel servicing vehicles if the incident aircraft is serviced at Vandenberg SFB.

4.7.4. Service on-site Air Force vehicles and equipment as directed by the EOC if refueling is necessary.

4.8. **30th Security Forces Squadron (SFS).**

4.8.1. SFS will establish a cordon area and Entry/Exit Control Point (ECP) in conjunction with the CES Environmental office and IC. The cordon size may expand as the situation warrants. (REF TO 00-105E-09, **Chapter 3**.)

4.9. 30 **OSS CDDAR Team Chief.**

4.9.1. Respond to IFE, ground emergencies and CDDAR events.

4.9.1.1. Shall have a 6-passenger, 4-wheel-drive pickup truck as the crash recovery initial response vehicle at the airfield. This vehicle will have equipped light bar, siren with voice speaker and UHF, VHF and LMR radio. CDDAR vehicle is mission essential and allowed to visit all base agencies.

4.9.2. Serve as the OPR for CDDAR matters.

4.9.3. Knowledge of basic concepts of recovery operations:

4.9.3.1. Assist coordinating Mission Readiness Team (MRT) for incident aircraft with respective home station.

4.9.3.2. Determine if incident aircraft movement can be performed with equipment available. Coordinate TA and AGE contractor to tow incident aircraft from the runway

or controlled movement area to parking area. Assist any PWS clarification with SLD 30/PM office.

4.10. **SLD 30 Safety Office.**

4.10.1. The CDDAR Team Chief will coordinate procedures as required. Safety will also give guidance for preservation of evidence for the SIB. (Ref AFMAN 32-4004, AFI 91-204.)

5. Safety Precautions and Considerations Prior To Aircraft Movement.

5.1. ***WARNING:*** Ensure that it is safe to approach the aircraft, all explosives, ejection seat cartridges, tires, fluids, flares, and munitions are de-armed, expended, or otherwise proclaimed safe by the fire department and EOD. EOD must be notified for further evaluation before an aircraft can be moved.

5.2. ***WARNING:*** Make sure the aircraft remains stable at all times and that personnel use extreme caution when working in and around a disabled aircraft. Before any ground handling activities take place on or around the aircraft, CDDAR personnel will ensure that it is properly stabilized to prevent movement or shifting. It may be necessary to moor the aircraft or stabilize it using air bags.

5.3. ***WARNING:*** Due to the many unknown factors of airframe condition immediately following a crash landing, do not attempt to use special equipment or procedures not included in the specific aircraft technical orders, or without approval of the specific airframe system manager/engineer. The owning agency of any transient aircraft will be contacted for technical advice pertaining to the specific aircraft. Damaged incident aircraft, or any parts, will not be moved until authorized and directed by the ISB/SIB President or the Delta Flight Safety Officer. Any movement of the aircraft from the site will be under the direct supervision of the aircraft mishap investigation board member. Safe and lighten the aircraft to the maximum extent possible by:

5.3.1. Grounding the aircraft.

5.3.2. Removing the aircraft batteries.

5.3.3. Completely defueling and purging the tank areas.

5.3.4. Contain and clean up any clean fuel or hydraulic oil leakage.

5.3.5. Removing all oxygen containers from the aircraft and bleed any oxygen from associated lines.

5.3.6. Downloading unnecessary equipment and cargo.

6. Off-base Crash Recovery Considerations.

6.1. **In coordination with the civilian IC, the CDDAR Team Chief, the EOC Director, and contractor initial response team will visit the site to review the situation to determine equipment requirements prior to dispatching the entire team.**

6.2. **Under no circumstances will personnel or equipment be dispatched off-base, if it jeopardizes the mission of on-base recovery operations, unless directed by the SLD 30/CC or designated representative.**

JAMES T. HORNE, Colonel, USSF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DAFI 21-101, *Aircraft and Equipment Maintenance Management, 19 December 2023*

DAFI 21-101_AFMCSUP_ADD_D, *Aircraft and Equipment Maintenance Management, 07 November 2022*

DAFI 21-103, *Equipment Inventory, Status, and Utilization Reporting, 31 October 2022*

DAFI 91-204, *Safety Investigations and Reports, 09 March 2021*

DAFMAN91-223, *Aviation Safety Investigations and Reports, 19 September 2022*

AFMAN33-322, *Records Management and Information Governance Program, 22 March 2020*

TO 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding, 19 December 2024*

DAFI 10-2501, *Air Force Emergency Management Program, 15 October 2023*

AFMAN 10-2502, *Air Force Incident Management System (AFIMS) Standards and Procedures, 12 September 2018*

TO 00-80C-1, *Crashed, Damaged, Disabled Aircraft Recovery Manual, 28 July 2024*

Adopted Forms

DAF Form 847, *Recommendation for Change of Publication.*

Abbreviations and Acronyms

AF—Air Force

AFI—Air Force Instruction

AFIMS—Air Force Incident Management System

AFMAN—Air Force Manual

AFOSH—Air Force Consolidated Occupational Safety and Health

AGE—Aerospace Ground Equipment

CAT—Crisis Action Team

CC—Commander

CDDAR—Crash Damaged or Disabled Aircraft Recovery

CES—Civil Engineer Squadron

CLS—Contractor Logistics Support

CONS—Contracting Squadron

EOC—Emergency Operation Center

EOD—Explosive Ordnance Disposal

IC—Incident Commander

ISB—Interim Safety Board

LRS—Logistics Support Squadron

MAJCOM—Major Command

MDS—Mission Design Series

NTSB—National Travel Safety Board

OPR—Office of Primary Responsibility

PPE—Personal Protective Equipment

ROC—Recovery Operations Chief

SIB—Safety Investigation Board

TA—Transient Alert

TO—Technical Order

Office Symbols:

30th OSS/OSA—30th OSS Airfield Operations Flight

30th OSS/CC—30th OSS Commander

SLD 30/PM—SLD 30 Program Management

Terms

CDDAR Team Chief—Single on-scene focal point for CDDAR operations, trained in CDDAR supervisory duties, and reports directly to the Incident Commander (IC). All CDDAR operations will be coordinated through this individual. A CDDAR Team Chief will be designated upon notification of a recovery operation.

CDDAR Team Member—Works directly for and report to the CDDAR Team Chief. These individuals must be trained as CDDAR Team Members. CDDAR Team Chief trained personnel may be utilized as team members during CDDAR operations.

Emergency Operations Center (EOC)—Air Force Incident Management System (AFIMS) organizational unit responsible for directing and coordinating support for the IC. Subordinate to the Crisis Action Team (CAT) and is led by the MSG/CC.

Investigating Authority—The aircraft's assigned unit Flight Safety Office or, if delegated, Delta Deputy commander or representative. The level of investigating authority depends on the classification of the mishap and extent of damage (AF/MAJCOM Safety Investigation Board, Mishap Investigation Board, or local Aircraft Impoundment).

Impound Authority—Individual or agency authorized to impound and release aircraft by AFI 21-101, Chapter 9.

Impoundment Official—Officer or SNCO appointed by the Investigating Authority responsible for leading the investigation effort.

Incident Commander (IC)—trained and certified first responder in command of the initial response phase at the mishap site. He or she reports to the EOC Director. All first responders report to the IC. If mishap is off-base, the same IC and EOC structure exists. The response is under civilian control until formally handed over to the Air Force IC.

Interim Safety Board (ISB)—Investigative team, formed in the early stages following a mishap, tasked with gathering factual data, identifying witnesses, and preserving evidence for use in subsequent safety investigation.

Maintenance Response Team—personnel qualified to perform aircraft-specific tasks, i.e. apply/remove power, secure Cockpit Voice Recorder tapes, etc.

ROC—Recovery Operations Chief: Recovery Operations Chief must be a subject matter expert in the hazards or activities within the aircraft mishap site or be a member of the interim aircraft mishap investigation team. The ROC is normally an aircraft mx officer or SNCO.

Safety Investigation Board (SIB)—Team formed to investigate a mishap; may be made up of a multiple members SIB or a single member (SIO).

Spill Team—Those presently tasked with HazMat Spill Team duties on a rotational basis.

Tow Team—Fully equipped and staffed team to tow the incident aircraft. This includes vehicle, tow bar, equipment and qualified personnel.

Attachment 2

LIST OF EQUIPMENT REQUIRED FOR CDDAR OPERATIONS

Figure A2.1. List of Equipment Required For CDDAR Operations.

ITEMS	QUANITY	DESCRIPTION	AGENCY	POC	OPERATED BY	REFERENCE	LOC
TYVEK SUITS	10 CASES M-XXXL	PPE	30 CONS	30 MDG/BIO	CDDAR RECOVERY TEAM	TO 00-80C-1	
RESPIRATOR, (AO-7-STAR) W/P100 ORGANIC FILTER, SCBA, N-95, PAPR, APR, RRPAS,	AS REQUIRED	PPE	30 MDG/BIO		CDDAR RECOVERY TEAM	TO 00-80C-1	
RESPIRATOR FILTERS	50	PPE	30 CONS	30 MDG/BIO	CDDAR RECOVERY TEAM	TO 00-80C-1	
PLASTIC WRAP, 6 MIL OR GREATER	5 ROLLS	COVER COMPOSITE MATERIAL	30 CONS	30 MDG/BIO	CDDAR RECOVERY TEAM	TO 00-80C-1	
ACRYLIC FLOOR WAX	220 GAL	SPRAY COMPOSITE MATERIAL	30 CONS	CDDAR TEAM CHIEF	CDDAR RECOVERY TEAM	TO 00-80C-1	
BACK MOUNTED LIQUID SPRAYERS	10 EACH	SPRAY COMPOSITE MATERIAL	30 CONS	CDDAR TEAM CHIEF	CDDAR RECOVERY TEAM	TO 00-80C-1	
EMPTY 55 GAL DRUM	4 EACH	HOLD WATER AND ACRYLIC FLOOR WAX FOR MIXING	30 CONS	CDDAR TEAM CHIEF	CDDAR RECOVER TEAM	TO 00-80C-1	
HAND TRANSFER PUMPS	2 EACH	TRANSFER WAX/WATER TO MIX	30 CONS	CDDAR TEAM CHIEF	CDDAR RECOVERY TEAM	TO 00-80C-1	
HAND HELD HEAT SEALER	4 EACH	PLASTIC BERRIER MATERIALS	30 CONS	CDDAR TEAM CHIEF	CDDAR RECOVERY TEAM	TO 00-80C-1	
K-12 STYLE GAS OPERATED CUT-OFF SAW W/ DIAMOND&A BRASIVE CUT-OFF WHEELS	2 EACH SAWS 20 EACH TYPE WHEELS	CUT AS NECESSARY	30 CONS	CDDAR TEAM CHIEF	CDDAR RECOVERY TEAM	TO 00-80C-1	
SEAMLESS PROTECTIVE OUTTAR GARMENTS	10 CASES M-XXXL	PPE	30 CONS	30 MDG/BIO	CDDAR RECOVERY TEAM	TO 00-80C-1	
DUCT TAPE	10 CASES	SECURE BERRIER MATERIALS	30 CONS		CDDAR RECOVERY TEAM	TO 00-80C-1	
COOLING VENTS WITH SPARE PACKS	2 EACH	PPE	30 CONS	30 MDG/BIO	CDDAR REVOVERY TEAM	TO 00-80C-1	
EYE WASH	12 BOTTLES	PPE	30 CONS	30 MDG/BIO	CDDAR RECOVERY TEAM	TO 00-80C-1	

RUBBER BOOT COVERS	4 PAIR APPROPRIATE SIZE	PPE	30 LRS		CDDAR RECOVERY	TO 00-80C-1	
LEATHER GLOVES	10 PAIR M-XL	PPE	30 CONS		CDDAR RECOVERY TEAM	TO 00-80C-1	
NITRILE GLOVES NORMAL AND LONG CUFFED	BOX: 5 MED 5 LG 5 XL 5 XXL	PPE	30 CONS	30 MDG/BIO	CDDAR RECOVERY TEAM	TO 00-80C-1	
HAND WIPES	100	PPE	30 CONS	30 MDG/BIO	CDDAR RECOVERY TEAM	TO 00-80C-1	
SCREW BAGS	BUNDLE: LG XL XXL	MATERIAL REVOVERY	30 CONS	CDDAR TEAM CHIEF	CDDAR RECOVERY TEAM	TO 00-80C-1	
40 TON FLATBED TRAILER + CONVERTER DOLLY	AS REQUIRED	RECOVERY EQUIPMENT	30 CES		PROVIDER	TO 00-80C-1	
SHORING	AS REQUIRED	RECOVERY EQUIPMENT	30 CES		OWNING UNIT	TO 00-80C-1	
TOW TRACTOR	AS REQUIRED	AIRCRAFT MOVEMENT	30 OSS/ASSC CONTRACTORS			TO 00-80C-1	
20-50 TON CRANE	AS REQUIRED	RECOVERY EQUIPMENT	30 CONS	30 CES	PROVIDER	TO 00-80C-1	
WOOD OR PLASTIC COMPOSITE DUNNAGE	AS REQUIRED	RECOVERY EQUIPMENT	30 CONS	30 CES	CDDAR RECOVERY TEAM	TO 00-80C-1	
FORKLIFT 10K ALL TERRAIN	AS REQUIRED	OFFLOAD CARGO/MOVE EQUIPMENT	30 LRS		PROVIDER	TO 00-80C-1	AIRFIELD
K-LOADER	AS REQUIRED	OFFLOAD CARGO	30 LRS		PROVIDER	TO 00-80C-1	AIRFIELD
FUEL TRUCK	AS REQUIRED	OFFLOAD FUEL	30 LRS		PROVIDER	TO 00-80C-1	AIRFIELD
EARTH MOVING EQUIPMENT	AS REQUIRED	LEVEL OR DIG AREA	30 CES		PROVIDER	TO 00-80C-1	
PORTABLE LIGHT CARTS	AS REQUIRED	ELECTRICITY/ILLUMINATION	30 OSS/ASSC CONTRACTORS				AIRFIELD
		THIS IS NOT ALL ENCOMPASSING LIST OF EQUIPMENT REQUIRED FOR CDDAR OPERATIONS. EVERY SITUATION IS UNIQUE AND MAY REQUIRE DIFFERENT ITEMS.					

Attachment 3

CDDAR INITIAL AIRCRAFT STATUS REPORT

A3.1. To be completed after incident.

A3.1.1. Type of Aircraft

A3.1.2. Tail number

A3.1.3. Home station

A3.1.4. Exact location of aircraft

A3.1.4.1. On/Off base/Parking spot

A3.1.4.2. On/Off runway

A3.1.4.3. On/Off taxiway

A3.1.4.4. Other

A3.2. Surface condition where aircraft rests.

A3.2.1. Stressed (reinforced).

A3.2.2. Unstressed (hard but no concrete base)

A3.2.3. Dirt/gravel/etc

A3.2.4. Soil condition: Wet/Dry

A3.2.5. Terrain: Sloped/Flat

A3.3. Condition of airframe.

A3.3.1. Landing gear/tires

A3.3.2. Fuselage

A3.3.3. Flight control surfaces

A3.3.4. Engines

A3.3.5. Flight deck

A3.3.6. Doors

A3.3.7. Wings

A3.3.8. Other.

A3.4. Cargo on board.

A3.5. FLARES.

A3.6. Fuel load (total).

A3.6.1. 1-Main: 2-Main: 3-Main: 4-Main:

A3.6.2. 1-Aux: 2-Aux: 3-Aux: 4-Aux:

A3.6.3. 1-Ext: 2-Ext: 3-Ext: