BY ORDER OF THE COMMANDER (ACC)
TYNDALL AIR FORCE BASE

TYNDALL AIR FORCE INSTRUCTION 21-111

20 MARCH 2026

Maintenance

CRASHED, DAMAGED, OR DISABLED AIRCRAFT RECOVERY (CDDAR)

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publication and forms are available on the e-Publishing web site at **www.e-publishing.af.mil/Product-Index/** for downloading or ordering.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: 325 MXS/MXMTR

Certified by: 325 MXS/CC
(Col Robert B. Blake)

Supersedes: TAFBI21-111, 8 April 2015

Pages: 13

This instruction establishes policy and provides guidance for the CDDAR Program as required by Department of the Air Force Instruction (DAFI) 21-101, *Aircraft and Equipment Maintenance Management*, and is derived from DAFI 91-202, *US Air Force Mishap Prevention Program*, DAFI 91-204, *Safety Investigations and Reports*, DAFI21-103, *Equipment Inventory, Status and Utilization Reporting*, Installation Emergency Management Plan (IEMP) 10-2, *Emergency Response Operations*, TO 00-105E-9, *Aerospace Emergency Rescue and Mishap Response Information*, TO 00-80C- 1, *Crashed, Damaged, Disabled Aircraft Recovery Manual,* TO 42B-1-1, *Quality Control of Fuels and Lubricants*. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. 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. Requests for waivers must be submitted to the OPR listed above for consideration and approval. This supplement does not apply to the Air National Guard or Air Force Reserve Command; however, Air National Guard/Air Force Reserve Command personnel assigned to Classic Associate Units supporting Combat Air Force units will comply with the guidance provided within this supplement. This publication does not apply to the United States Space Force. Ensure that all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with (IAW) the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System (AFRIMS). “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 Department of the Air Force.

SUMMARY OF CHANGES

This revision includes administrative changes throughout, and has been substantially revised, and must be completely reviewed. The major changes include the addition of requirements established in Technical Order (TO) 00-80C-1 and sufficient language to ensure the security of Special Access Program (SAP) components after an aircraft incident.

1. General Information. 325th Fighter Wing Commander (FW/CC) is responsible for implementing policy, plans and agreements to ensure compliance with established recovery programs. 325 FW/CC along with 325th Maintenance Group Commander (MXG/CC) is responsible for establishing a CDDAR capability. The CDDAR program applies to all USAF host (i.e. 325 FW, Checker Flag), tenant/contract (i.e. 53rd Weapons Evaluation Group (53 WEG)) organizations and considers transient aircraft. It is designed to recover crashed/damaged or disabled aircraft in a minimum time period 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 investigations IAW Department of the Air Force Manual 91-223, *Aviation Safety Investigation and Reports*, DAFI 91-202, *The US Air Force Mishap Prevention Program* and DAFI 91-204, *Safety and Investigation Reports*.**

1.4. **Protection of SAP or otherwise classified components and classified material.**

2. Specific Responsibilities and Procedures.

2.1. All Organizations.

2.1.1. The manpower and equipment required to remove/recover a crashed/disabled aircraft will vary with each given situation. The extent of damage, movement priority, preservation of evidence, protection of potential SAP or classified material damage or components, exposure to composites, minimizing environmental impact, and weather are among the important factors while determining the requirements for removal of aircraft. Good teamwork, great communication and safe maintenance will ensure a safe and efficient crash recovery operation.

2.1.2. Upon notification of a crashed or disabled aircraft, all responding agencies will execute their required Emergency Action checklists outlined in IEMP 10-2.

2.1.3. Recovery operations will not proceed while an aircraft is being investigated by a safety/investigation board unless released/approved by the board president in accordance with DAFI 91-204, *Safety Investigations and Reports*. All personnel not engaged in the investigation will remain outside of the area. The CDDAR recovery team and support personnel may be called upon to perform tasks as required by the investigation board.

2.1.4. Each responding agency will designate a maintenance officer or senior maintenance superintendent to be a point of contact at the accident scene or on telephone stand-by,

responsible for coordinating personnel or equipment belonging to their organization supporting the Interim Safety Board (ISB) or Formal Safety Investigation Board (SIB) and recovery operations after an incident has occurred.

2.1.5. The Incident Commander (IC) or safety board president has command responsibility for the execution of all crash removal/recovery operations.

2.2. **Transient Alert will:**

2.2.1. Provide transient maintenance services for emergencies as required. Emergency services are defined as an unforeseen occurrence, a sudden and urgent occasion(s) for action. These situations require quick action and sound judgment. (e.g. weather divert(s), Transient Alert aircraft in-flight emergencies (IFE), medical evacuation(s), emergency evacuation of aircraft due to fire, bomb threat, high wind, earthquake, tornado, snowstorm, major fuel spill, hydrazine leakage, aircraft crash, hijacking or other contingency).

2.2.2. Upon notification of a transient aircraft emergency situation(s), assist the base assigned crash recovery, fire department, and hung ordnance/munitions procedure teams and provide services as listed as follows:

2.2.2.1. Provide emergency towing. Respond to all transient aircraft IFE with specific aircraft down-lock pins, if available, and follow-me vehicle. The Contractor will also include a tow vehicle, applicable tow bar, vehicle driver, and tow supervisor if the type of emergency is expected to result in towing the aircraft off the active runway. The Contractor will move the disabled transient aircraft immediately after the fire department provides clearance. Coordinate with Maintenance Operations Center (MOC) or Airfield Management for a location to tow the aircraft. If the aircraft has a blown tire, request assistance from the Maintenance Squadron (MXS) CDDAR/IFE response team. Upon repair, tow the aircraft from the runways, taxiways, end of runway or de-arm area in accordance with applicable technical data.

2.2.2.2. Participate in disaster preparedness (actual or exercise) response. The Contractor may be required to tow transient aircraft to/from affected areas or assist in relocating maintenance equipment. The Contractor may also be required to evacuate the affected area until the all-clear is given and set-up operations at an alternate location in order to continue uninterrupted services.

2.2.2.3. The Contractor will notify the fire department in the event of a fuel spill and contain within their capability until help arrives.

2.2.2.4. Crash, Damage, Disabled Aircraft Recovery (CDDAR) Services. Any contract employee responding to a CDDAR incident must be CDDAR trained and certified to maintain or operate specialized crash and recovery equipment such as slings, airbags, cranes, and other applicable services. Any Transient Alert contract employee will assist the base CDDAR team in the recovery of transient aircraft and attend base CDDAR training as determined and required by the base CDDAR Team Chief.

2.2.2.5. Respond to any ground emergencies on transient aircraft at the request of MOC or Airfield Management. Be prepared to tow aircraft or equipment if the need arises.

2.2.2.6. Respond to all transient aircraft that use the runway aircraft arresting systems. Recovery of the aircraft, including releasing it from the pendant/hook cable, will be done by maintenance personnel IAW specific aircraft TOs and TO 00-80C-1, chapter 6 under the direction of the CDDAR Team Chief.

2.3. **325 MXS (CDDAR) will:**

2.3.1. During normal duties hours (flying window):

2.3.1.1. Maintain a CDDAR team during 325 FW normal scheduled flying.

2.3.1.2. Coordinate with all host installation, TDY/deployed unit's CDDAR personnel, and tenant/contract functional personnel to identify functional area roles and responsibilities for crash recovery support.

2.3.1.3. Ensures CDDAR Team members are properly trained and at no time will let personnel attempt any part of the recovery operations outside of their capabilities or training.

2.3.1.4. Respond to all IFE and ground emergencies. Remove aircraft from active runway with blown tires, hot brakes, or engine shutdown due to anomalies IAW T.O. 00-80C-1 Chapter **6**, **7**, **8** & CDDAR Planning Checklist.

2.3.1.5. Respond to hangar fires upon notification.

2.3.2. In the event of an aircraft incident/accident during non-duty hours/weekends:

2.3.2.1. Ensure MOC notifies Air Force Northern - Tyndall Command Control Center to initiate IEMP 10-2 for aircraft incident/accident.

2.3.2.2. Ensure Security Forces Squadron and ISB will secure the site and remain in the vicinity of the aircraft until sufficient CDDAR personnel arrive. At no time will personnel attempt any part of the recovery operations outside of their capabilities or training.

2.3.3. Review all support agreements, response plans and CDDAR Lesson plan annually.

2.3.4. Ensure annual training exercises are performed to maintain proficiency on F-35, QF-16, and E-9 aircraft recovery operations as required in DAFI 21-101, *Aircraft and Equipment Maintenance Management*. All exercises will be coordinated with the Readiness office.

2.3.5. Maintain training of basic CDDAR recovery capabilities as outlined in T.O 00-80C-1 and train all personnel assigned to the CDDAR Team IAW a local lesson plan comprised of both academics and hands on. Basic CDDAR training will be conducted on tenant/contract aircraft. Units will contact the host CDDAR team, explain required assistance and be actively involved as technical experts while providing oversight during the recovery exercise.

2.3.6. Maintain proper use of all Personal Protective Equipment (PPE) as determined by the technical data and Base Bioenvironmental Office, and Composite Hazard Cleanup and PPE in accordance with Air Force Manual 32-4004, 48-4 *Respirator Program* and TO 00-105E-9, Chapter 3.

2.4. **When notified of a crashed, damaged, or disabled aircraft the CDDAR Team Chief will:**

2.4.1. Execute recall of personnel to support CDDAR operations determined by the type and scale of the emergency.

2.4.2. Contact the IC or board president for instructions.

2.4.3. When the IC releases the aircraft for recovery, coordinate with Wing Safety or the interim safety investigation board (ISB), as applicable, prior to entering the crash site for initial recovery efforts. This includes recovery efforts necessary in order to make the aircraft safe, i.e., raising or otherwise moving the aircraft to access munitions, chaff, flare, etc. in order to de-arm them. Recovery efforts that are time critical for lifesaving or property-saving purposes are excluded.

2.4.4. Request required assistance from respective Aircraft Maintenance Unit/tenant/contract unit if needed to defuel aircraft, remove external fuel tanks, jack aircraft, etc.

2.4.5. Ensure during Tyndall tenant/contracted units (53 WEG (QF-16, E-9A)) aircraft recovery operations, that the tenant/contracted unit personnel are contacted to provide MDS specific expertise, tech data, SAP security support, and airframe specific crash recovery equipment (if required) involving the tenant/contracted unit's assets. 325 FW CDDAR team will perform primary CDDAR functions for these aircraft.

2.4.6. In the event a crane is required to recover a mishap aircraft, contact 325th Contracting Squadron and provide the estimated lift weight and time, see **paragraph 3.1**.

2.4.7. Maintain a CDDAR team with the minimum amount of personnel to support a CDDAR recovery operation. Additionally, the IC or CDDAR Team Chief may utilize other personnel necessary to accomplish CDDAR operations as required. All additional personnel will be given a safety brief and not be used in actual CDDAR operations unless properly trained.

2.4.8. Coordinate with Quality Assurance Weight and Balance Manager when weight and center of gravity conditions are unknown.

2.5. **325th Civil Engineering Squadron (325 CES) will:**

2.5.1. Provide any additionally required materials for recovery such as but not limited to sandbags, sand, various timbers/railroad ties, and plywood.

2.5.2. Provide any other/additional heavy machinery such as but not limited to excavators, backhoes, graders, telehandlers, compactors, front loaders, bulldozers, forklifts, etc., and operators dependent upon incident requirement at request from the IC or board president. If the requested equipment is unavailable, CE will request equipment in accordance with the Base Operations Support contract performance work statement, *4.25 'Contingency Planning, Procedures & Response'*.

2.5.3. Execute any requests for support (personnel/actions/power tools) from the IC or board president for recovery effort such as but not limited to shutting off power, downing electrical lines, etc.

2.5.4. Assess soil conditions to include firmness, slope of terrain and supporting strength to assist in determining the most practical method of lifting or towing of disabled/crashed aircraft.

2.5.5. When directed by the IC and SIB, CE complete a grid survey of the area to identify the location of aircraft parts and remains.

2.6. **The owning Aircraft Maintenance Unit/Fighter Generation Squadron/tenant unit will:**

2.6.1. Support any maintenance requests for assigned aircraft from the IC or board president such as but not limited to aircraft declassification, jacking, disarming/safing procedures, and defuel procedures.

2.6.2. Coordinate actions through the Emergency Operations Center to provide assistance or information on special recovery requirements (e.g. equipment, personnel).

2.6.3. Provide appropriately SAP accessed individuals to support 325 FW Advanced Program Office mishap response security team with site/aircraft inspection, preservation and collection of SAP classified material.

2.7. **Tenant/Contracted/Deployed Units.**

2.7.1. Tenant/Contracted/Deployed units are responsible for the condition/repair of their aircraft. With regard to the CDDAR program, units must:

2.7.1.1. Coordinate with and participate in host CDDAR exercises, training, and equipment inventories.

2.7.1.2. Be actively involved to assist host base recovery operations during real world responses. Tenant unit primary contributions are technical expertise, technical data, mission design series (MDS)-unique tools/special equipment, airframe/system familiarization, specific security handling requirements, and manpower/augmentation as needed.

2.7.1.3. Responsible for providing MDS specific experts, tech data, SAP security support, and airframe specific crash recovery equipment (if required) involving the tenant/contracted unit's assets. 325 FW CDDAR team will perform primary CDDAR functions for these aircraft.

2.7.1.4. Provide qualified crash recovery personnel, de-arm/tow teams and MDS specific equipment for emergency response when called upon by 325 FW CDDAR Team Chief.

2.7.1.5. Coordinate MDS specific SAP security support requests with 325 FW Advanced Program Office or 53 Weapons Evaluations Group Advanced Programs Offices.

2.8. **325th Security Forces Squadron will:**

2.8.1. Establish a cordon and secure an entry control point to the accident scene.

2.8.2. Maintain accident site integrity by keeping non-essential personnel from gaining access.

2.8.3. Provide any additional security requests from the IC or board president.

2.9. **325th Logistic Readiness Squadron (325 LRS) Petroleum, Oils, and Lubricants section will supply a defuel truck and operator upon request of the IC or board president or CDDAR Team Chief.**

2.10. **325 MXS Fuel Shop will evaluate aircraft fuel system integrity/leaks once cleared by Base Fire Officials and upon request of the IC, board president or CDDAR Team Chief.**

2.11. **325th Medical Group Ambulance Services will:**

2.11.1. Provide coverage during non-duty hours.

2.11.2. Provide a Flight Medicine ambulance crew as primary coverage with Ambulance Services as backup during duty hours.

2.12. **325th Civil Engineering Squadron Fire & Emergency Services will:**

2.12.1. Provide a Senior Fire Officer for IC responsibility until relieved.

2.12.2. Assess aircraft condition prior to and during recovery operations for fire safety.

2.12.3. Determine fire protection requirements during all facets of aircraft recovery operations.

2.12.4. Provide fire protection or standby vehicle coverage until IC determines aircraft is safe.

2.13. **325 Fighter Wing Safety will have an Occupational Safety representative present during all lift exercises and aircraft recovery operations.**

2.14. **325 FW Advanced Programs Office will:**

2.14.1. Respond to the mishap area at the request of the Crisis Action Team or IC.

2.14.2. Initiate IEMP 10-2 Aircraft Mishap Response Checklist actions for SAP security.

2.14.3. Provide an Entry Access List, specific to any SAP potentially revealed to the IC and Security Forces Squadron lead or sentry at the mishap site cordon Entry Control Point. Entry Access List will remain in effect until site/aircraft is sanitized of visually classified material. **Note:** Emergency Response personnel will not be excluded from the area if not on Entry Access List. Every attempt will be made to identify responders by name and unit for potential disclosure briefings.

2.14.4. Provide a team of MDS appropriately accessed security personnel to inspect and sanitize the mishap aircraft and debris field of SAP or classified visually sensitive material/components. Coordinate with IC or ISB/SIB prior to removing any evidence for secure storage.

2.14.5. Maintain custody and inventory of any SAP or classified material released by the IC and provide appropriate secure transportation and storage.

2.14.6. Notify the IC of the aircraft and area security status, and any security limitations on personnel access to the mishap site.

2.15. **325 FW Command Post will:**

2.15.1. Implement and coordinate with the following agencies for CDDAR response and support during normal duty hours:

2.15.1.1. MOC

2.15.1.2. Civil Engineering/Readiness Flight

2.15.1.3. Wing Safety Office

2.15.1.4. Medical Squadron

2.15.1.5. Bioenvironmental Office

2.15.1.6. Security Forces Squadron

2.15.1.7. Airfield Manager

2.15.1.8. Vehicle Operations

2.15.1.9. Base Contracting

2.15.1.10. Services Squadron

2.15.1.11. Explosive Ordinance Disposal

2.15.1.12. 325 FW Advanced Programs Office

2.15.1.13. Fire Department

2.15.1.14. Additional on/off Base Agencies

2.15.2. Initiate the IEMP 10-2 Aircraft Mishap Response in the event of a crashed/disabled aircraft.

2.16. **325 FW Bioenvironmental Office will:**

2.16.1. Be consulted and directly involved in determining personnel health hazards, training required and appropriate levels of PPE. The Bioenvironmental Office will also make provisions to recall a representative for non-duty hours.

2.16.2. Evaluate the scene for potential health hazards and will provide assessments to the IC.

2.16.3. Provide constant updated site conditions to IC and CDDAR Team Chief. The Bioenvironmental Office will also work with the IC, CDDAR Team Chief, and SF in determining the peripheral area (The peripheral area should be more than 25 feet away from damaged composite parts, depending on environmental conditions).

2.16.4. Be 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.

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

2.16.6. Provide respirator training to all recovery personnel.

2.17. **325 LRS Vehicle Operations will provide a dedicated vehicle, 24/7 capable of transporting the CDDAR trailer with a minimum weight of 36,000 pounds.** At the request

of the IC or CDDAR Team Chief, Vehicle Operations will provide support vehicles to transport CDDAR team members and any other equipment items required (i.e. 40-foot flatbed semitrailer and tractor, van, truck, etc.). Will make provisions to recall a representative for non-duty hours. Vehicle Operations will designate and make provisions for distribution of base vehicle assets to be utilized by the CDDAR team dependent upon area and terrain.

2.18. **325th Force Support Squadron will provide billeting, meals, and any other services as deemed necessary by the IC.**

2.19. **325 LRS Fleet Management Office will establish a fund site to procure the necessary equipment and supplies needed in the CDDAR recovery operation.**

2.20. **325 CES Explosive Ordinance Disposal will contact/coordinate with IC and CDDAR Team Chief upon arrival.** Provide assistance in removal of any unexploded ordnances.

2.21. **325 FW Safety Office will coordinate procedures with the Team Chief as required.** Safety will also give guidance for preservation of evidence for the SIB.

2.22. **325th Medical Squadron will assist the IC and be available for medical consultation and evaluation of CDDAR personnel in case of ill effects of composite exposure or any other hazards.**

2.23. **325 MXG MOC will:**

2.23.1. Coordinate the needs of the CDDAR Team via radio after they have been activated. All requirements will be coordinated with the IC or Fire Chief while at the mishap site.

2.23.2. Notify Air Forces Northern -Tyndall Command Center to initiate IEMP 10-2 in the event of an aircraft incident/accident after normal duty hours/weekends. Then notify the CDDAR Team Chief to initiate recall of CDDAR personnel. At no time will personnel attempt any part of the recovery operations outside of their capabilities or training.

3. Equipment.

3.1. **When necessary, a crane will be obtained from a local contractor.** Provide the estimated lift weight and requested arrival time. The contracting officer will determine the source for the crane, initiate a contract and provide final approval for the crane. **Note:** Do not exceed the estimated cost of the crane's contractor without additional approval of the contracting officer.

3.2. **325 LRS will provide a 10-ton tractor and 40-foot trailer with operator to transport the disabled/crashed aircraft or parts to a designated location provided by the IC or board president.** In addition, an All-Terrain Forklift and operator will also be available upon request. Any additional equipment/vehicles will be made available as soon as possible, when requested.

3.3. **325 CES may be requested to provide any other/additional heavy machinery such as but not limited to:** cranes, bulldozers and forklifts from the IC or board president as stated in **paragraph 2.4.2**.

3.4. **When CDDAR operations involve burned/damaged composites, the CDDAR team will provide oversight to "safe the area/aircraft" and aircraft parts during all phases of recovery as required IAW TO 00-80C-1.**

3.5. **The PPE required to perform recovery of an aircraft containing damaged composites will be inspected and maintained in accordance with technical data.** Bio will perform mask fit test at the site and direct what PPE is required. All suits, masks and gloves will be inspected prior to use for serviceability. Ensure enough serviceable suits are available for responding CDDAR personnel. In addition, ensure extra supplies are on hand in case PPE is rendered unserviceable or becomes damaged during recovery actions.

3.6. **Recovery equipment, tools and other supplies/consumables required for recovery operations will be accounted for and signed out as required by DAFI 21-101 and local guidance.** Ensure all crash recovery equipment is serviceable and available for use. As a minimum for CDDAR, IFE and ground emergency response, the crash response truck, crash trailer, tow vehicle and tow bars will be readily available and always pre-positioned with the CDDAR Team. Any shortages or non-serviceability of equipment, supplies, or vehicles that precludes effective CDDAR support will be immediately reported to 325 MXG/CC. Additionally, The Team Chief will annually inform the MXG/CC, in writing, of any equipment shortages/serviceability issues that impact recovery operations.

3.7. **The Team Chief will ensure that adequate tools and special equipment is serviceable and available for emergency recovery operations.** Also, maintain a list of all CDDAR Tools and Equipment.

3.8. **The Team Chief will ensure CDDAR is assigned with at least the minimum required equipment listed in DAFI 21-101** ***AIRCRAFT AND EQUIPMENT MAINTENANCE MANAGEMENT*** **and TO 00-80C-1,** ***Crashed, Damaged, Disabled Aircraft Recovery Manual.*** This includes but is not limited to:

3.8.1. **Equipment:**

3.8.1.1. General purpose truck with radio (450 or 4500 crew cab)

3.8.1.2. Suitable trailer and tow vehicle (for storage and transportation of recovery equipment)

3.8.1.3. aircraft tow vehicle

3.8.1.4. tow bars

3.8.1.5. lifting bags and control consoles

3.8.1.6. slings, belly bands, snatch cables, chains, etc.

3.8.1.7. Wood or plastic/composite dunnage as required

3.8.1.8. 3/4 plywood as required.

3.8.1.9. Respirators

3.8.2. **Consumables:**

3.8.2.1. Tyvek suits

3.8.2.2. Respirator filters

3.8.2.3. Plastic wrap

3.8.2.4. Bubble wrap

3.8.2.5. Floor wax

3.8.2.6. Eye wash

3.8.2.7. Nitrile gloves

3.8.3. Maintain a CDDAR trailer, for weatherproof storage and mobility, with at least the minimum required equipment authorized by the appropriate Table of Allowance.

3.8.4. Maintain all required PPE for CDDAR operations and composite recovery as determined by the technical data and Base Bioenvironmental Engineer.

4. IFE & Ground Emergency Procedures. MDS specific tech data will be used for IFE/Ground Emergency purposes. The following is a general outline of procedures.

4.1. **Upon notification of an IFE/Ground Emergency, CDDAR initial response will be limited to the primary crash vehicle and tow vehicle with applicable tow bar.** There will be a minimum of three qualified personnel, one of which will be a fully qualified 7-level.

4.2. **CDDAR will coordinate with the Fire Chief/IC to determine a rendezvous location.** Once a notification is received that the emergency aircraft is on the ground, crash recovery vehicles will remain behind all Fire Department vehicles.

4.3. **Once the aircraft has been declared safe by IC, CDDAR will approach the aircraft.** If the aircraft is disabled on the runway and unable to move under its' own power, CDDAR will remove the aircraft from the runway.

4.4. **If aircraft can be towed under normal conditions, the owning unit will be responsible for towing the aircraft back to the designated parking spot after CDDAR removes it from the CMA (Controlled Movement Area), off and/or crossing runways.**

4.5. **CDDAR will respond to all ground emergencies in the same manner as an IFE and stand by until released by Fire Chief/IC.**

CHRISTIAN M. BERGTHOLDT, Colonel, USAF
Commander, 325th Fighter Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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

AIR FORCE INSRUCTION 21-101ACCSUP, *Aircraft and Equipment Maintenance Management*, 23 June 2020

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

DAFI 91-202, *The US Air Force Mishap Prevention Program*, 19 March 2020

DAFI 91-204, *Safety Investigations and Reports, 9* March 2021

TAFB *Installation Emergency Management Plan*, 10-2, 1 January 2025

AIR FORCE MANUAL 10-2502, *Air Force Incident Management Guidance for Major Accidents and Natural Disasters*, 12 September 2018

AIR FORCE INSTRUCTION 33-322, *Records Management and Information Governance Program,* 23 March 2020

TO 00-105E-9, *Aerospace Emergency Rescue and Mishap Response Information (Emergency Services)*, 20 December 2024

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

TO 42B-1-1, *Quality Control of Fuels and Lubricants*, 5 February 2024

Adopted Forms

AF Form 847—*Recommendation for Change of Publication*

Abbreviations and Acronyms

CC—Commander

CDDAR—Crash Damaged or Disabled Aircraft Recovery

DAFI—Department of the Air Force Instruction

FW—-Fighter Wing

IAW—In Accordance With

IC—Incident Commander

IEMP—Installation Emergency Management Plan

IFE—In-Flight Emergency

ISB—Interim Safety Investigation Board

MDS—Mission Design Series

MOC—Maintenance Operations Center

MXG—Maintenance Group

MXS—Maintenance Squadron

OPR—Office of Primary Responsibility

PPE—Personal Protective Equipment

SAP—Special Access Program

SIB—Safety Investigation Board

TO—technical order

US—United States

USAF—United States Air Force