

**BY ORDER OF THE  
INSTALLATION COMMANDER**

**HQ UNITED STATES AIR FORCE  
ACADEMY INSTRUCTION 21-101**

**27 JANUARY 2021**



***Maintenance***

***CRASH DAMAGED DISABLED  
AIRCRAFT RECOVERY (CDDAR)  
PROGRAM***

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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(Mr. Edward J. Adelman)

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Maintenance of Military Materiel*. This instruction applies to all maintenance activities for government owned aircraft assigned or attached to the 10 Air Base Wing (ABW), 306 Flying Training Group (FTG), and organizations staging from United States Air Force Academy (USAFA) . This instruction implements guidance found in Technical Order 00-105E-9, *Aerospace Emergency Rescue and Mishap Response Information*; Air Force Instruction (AFI), 21-101, *Aircraft and Equipment Maintenance Management*; AFI 91-204, *Safety Investigation and Reports*; reference the following local USAFA guidance Contract Aircraft Maintenance Provider Operating Instruction (OI), USAFA Plan 10-2, *Installation Emergency Management Plan*, and USAFA Plan 10-211, *Base Civil Engineer Contingency Response Plan, Incident Response Plan, FB2500-03023-0308, Support Agreement 21st Space Wing to USAFA and FA7000-19-C-A022, contract with Rocky Mountain Mobile Medical*. Commanders and supervisors are responsible for ensuring personnel are familiar with and comply with this publication. This instruction provides policy and guidance on the USAFA Crash Damage Disabled Aircraft Recovery program. This instruction applies to all Air Force military, civilian and contract aircraft maintenance provider personnel including Air Force Reserve Command, and Air National Guard units. Refer recommended changes and conflicts between this and other publications to 10 MSG/CCE, 8034 Edgerton Dr. Ste 250, USAF Academy CO 80840, on Air Force Form 847, *Recommendation for Change of Publication*. See DAFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority. The waiver authority for non-tiered

requirements in this publication is the (10 MSG/CC). Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Instruction 33-322, *Records Management and Information Governance Program*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).

## ***SUMMARY OF CHANGES***

This document has been revised and must be completely reviewed. Major changes include updates of office symbols, with changes to [paragraph 9](#) providing guidance for Tow aircraft and Aero Clubs Aircraft Procedures.

### **1. General**

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. Only required vehicles and personnel should respond to aircraft emergencies (with Ultra High Frequency (UHF) and Very High Frequency (VHF) radios if available). Responding vehicle operators must be certified to drive on the USAFA airfield and possess a valid USAFA 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 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 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 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 a Fire Department vehicle, approach the aircraft. This restriction does not prevent emergency actions prior to Fire Department arrival.

1.4. 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.

1.5. 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:

1.5.1. Personnel safety.

1.5.2. Prevention of unnecessary secondary damage.

1.5.3. Prevention of destruction of evidence for accident investigation.

1.6. The 10 ABW Crash Recovery program is a combined effort of the contract aircraft maintenance provider, 306 FTG, 10 ABW, and USAFA. Each organization provides manpower and expertise within its respective specialties that recover, and if necessary, reclaim mishap aircraft.

1.6.1. Contract aircraft maintenance provider and the 306th Flying Training Group (FTG) are limited to general crash recovery procedures for 306 FTG assigned aircraft. Crash recovery equipment will be provided by the government. If a crane or other specialized equipment is needed, local rental/lease will be contracted by 10th Contracting Squadron (10 CONS) if it cannot be provided by the 10th Air Base Wing (10 ABW). The 10 CONS will have established lease agreements on hand with local supplier for a crane.

1.7. For mishaps, the IC at USAFA 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 Colorado Springs Regional Command Post (CSRCP) is the primary point of contact for USAFA providing 24-hour coverage, reachable at 719-333-2633/2634.

## 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, e.g. Supervisor of Flying (SOF).

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, SOF, Fire Department, CSRCP, 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 souls on board.

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

2.3.7. Number and type of ordnance on board.

**Note:** Pass information available, including ordnance on board. Do not delay declaring the emergency.

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 Airfield Management (AM), who will activate the Secondary Crash Net. Airfield Management will, in turn, notify the Control Tower by landline.

### **3. Agency Responsibilities and Procedures**

#### **3.1. 306 OSS/CC:**

3.1.1. Will coordinate with the 10 ABW/CC for all operational matters and decisions affecting handling of aircraft emergencies.

3.1.2. Works with the Supervisor of Flying or Air Traffic Control facilities to obtain information or give directions.

#### **3.2. 10th Mission Support Group Commander (10 MSG/CC):**

3.2.1. Will act as the EOC Director and be the liaison between the Incident Commander and the Crisis Action Team (CAT).

3.2.2. Coordinates and controls all necessary support activities based upon the operational situation and/or decisions by IC or 306th Operations Support Squadron Commander (306 OSS/CC).

3.2.3. Will respond to aircraft ground and in-flight mishap as required.

#### **3.3. 306th Operations Support Squadron, Airfield Operations Tower (306 OSS/OSAT):**

3.3.1. Assists in operational decisions to designate landing runway for emergency aircraft, shutdown of aircraft engines, taxi aircraft clear of runway, aircraft diverts, and other operational actions. Coordinate with the SOF to determine if a foreign object damage inspection is necessary and if warranted, suspend runway operations after the emergency aircraft lands until the foreign object inspection can be conducted by AM.

3.3.2. Activates the PCAS whenever they receive information that would indicate an emergency is developing or in progress.

3.3.3. Passes information on aircrew-declared emergencies over the PCAS when necessary.

3.3.4. Provides guidance and assistance to emergency aircraft as necessary.

3.3.5. Provides clearance for emergency responders to enter the controlled movement area/runway as required to follow/respond to the emergency aircraft.

3.3.6. Relays termination information to all concerned personnel and agencies when the emergency is terminated. Relays emergency termination for aircraft on the ground when the IC declares termination, and if the aircrew indicates no further assistance is needed. Relay requests for further assistance to the SFO.

#### **3.4. 10th Civil Engineering Squadron, Fire and Emergency Services (10 CES/CEF):**

3.4.1. Assumes IC responsibility until relieved.

3.4.2. Accompanies Fire Response as necessary.

3.4.3. Positions Crash Response Equipment according to nature of emergency.

3.4.4. Provides fire protection or standby vehicle coverage until SFO determines aircraft is safe.

3.4.5. In cases where the aircraft is stopped but the engines are running, coordinates emergency activities with the aircrew until the aircraft is turned over to maintenance.

3.4.6. Advises Tower when the emergency is terminated and Fire Department actions are complete.

3.4.7. Hydrazine response, purge, and cleanup will follow USAFA Plan 10-2.

3.4.8. Contacts the Explosives Ordnance Disposal (EOD) team IAW support agreement FB2500-03023-0308 when requested by IC and will advise location upon arrival.

**3.5. 306th Operations Support Squadron, Airfield Management (306 OSS/OSAA):**

3.5.1. Relays all information received from Primary Crash Alarm System (PACS) via the Secondary Crash Net. If notified of an emergency other than the PACS the Secondary Crash Net will be activated and the tower will be notified by landline.

3.5.2. Responds to all in-flight emergencies, and ground emergencies impacting airfield operations.

3.5.3. Determines and informs Tower of airfield condition and takes action to close the runway or affected taxiways. Suspends runway operations as necessary.

3.5.4. Makes a visual inspection of the runway and affected taxiways for airfield damage or foreign objects unless deemed unnecessary by the SOF. If required, request Civil Engineering support.

3.5.5. Ensures the runway is clear of all vehicles, equipment, and personnel. Advises the Tower and IC, (if necessary), when runway operations can be resumed.

**3.6. 10th Security Forces Squadron (10 SFS):**

3.6.1. Responds to emergencies with sufficient personnel and vehicles to provide initial security for a crash site or damaged aircraft and secures/controls classified equipment if required by IC.

3.6.2. Follows directions given by IC to limit access, secure aircraft or crash site.

**3.7. 306 FTG and Contract Aircraft Maintenance Provider:**

3.7.1. The 306 FTG/CC will initiate a section recall determined by the type and scale of the emergency.

3.7.2. Contract aircraft maintenance provider instructs responding personnel to initially follow instructions of the IC until the aircraft is released to the CDDAR Team Chief.

3.7.3. 306 FTG Supervisor of Flying obtains status of all airborne aircraft and advises them if the emergency may cause them to divert or affect their flight

**3.8. 10th Medical Group (10 MDG):**

3.8.1. Civilian ambulance service responds to a position as directed by the IC with an ambulance and personnel necessary to provide emergency medical care IAW support agreement FA7000-14-C-0009.

3.8.2. Situations involving aircrew/passenger physiological problems or mishap during the duty day, as required, responds with an in-flight emergency/mishap medical team, including a flight surgeon that will arrive to the scene. Once cleared by the IC, will ensure the affected personnel are examined and cared for, to include coordinating with the HQ USAFA Safety Office regarding requirements based on mishap classifications. After duty hours response will include a flight surgeon. Will notify 10 FSS Mortuary Affairs Officer immediately in the event of a fatality.

3.8.3. Base Bioenvironmental Engineering, (BEE), office will respond to the scene and perform health risk assessments, monitoring (if necessary) and advise the IC on health related issues.

3.8.4. Remains at the scene until the emergency is terminated.

**3.9. Headquarters United States Air Force Academy Safety (USAFA/SE) and 306 FTG/SE:**

3.9.1. Monitor, assess, and advise on response to aircraft emergencies.

3.9.2. Initiate mishap investigation and reporting as required by AFI 91-204, *Safety Investigations and Reports*, and forms an Interim Safety Board with the owning unit.

3.9.3. Provide support, as necessary/able, to the responding Interim Safety Investigating Officer (IO) until the Interim Safety Board (ISB) is formed.

3.9.4. Release aircraft to be removed if actual crash/damage has occurred.

**3.10. 10 CONS:**

3.10.1. Will coordinate with the IC to provide contracted support as needed.

**3.11. Transient Flying Units supporting USAFA activities:**

3.11.1. Since USAFA does not have a Transient Aircraft agency, transient flying units supporting USAFA activities will provide qualified crash recovery personnel, de-arm/tow teams, and Mission Design Series (MDS) specific equipment for CDDAR operations beyond the scope of the 10 ABW. The 10 ABW will provide initial emergency response and security while waiting for owning flying unit CDDAR response team.

**3.12. 10 FSS:**

3.12.1. Will coordinate mortuary affairs support in the event aircraft mishap results in a fatality.

3.12.2. Will coordinate food support in the event of extended crash recovery operations.

**4. Termination of Emergencies:**

4.1. When aircraft are on the ground, the emergency may only be terminated by the IC with concurrence of the aircraft commander.

4.2. Fire Department will notify the tower, who in turn, will contact Airfield management operations to terminate the emergency over the secondary crash net.

**5. Crash Recovery:**

5.1. In the event of a crash of 306 FTG aircraft, adhere to procedures in the contract aircraft maintenance provider OI, USAFA Plan 10-2, and this instruction.

5.2. Crash recovery efforts are directed at returning the airfield to operational status after an aircraft mishap on, or in close proximity to the runway.

5.3. For 306 FTG assigned aircraft, the designated contract aircraft maintenance provider CDDAR Team Chief shall respond.

5.4. CDDAR Team Chief, in coordination with the IC, will take appropriate action to clear runway. The IC will determine the degree of urgency.

**5.5. The IC will:**

5.5.1. Be certified in the Air Force Incident Management System.

5.5.2. Maintain on-scene tactical control of all assets at the accident site.

5.5.3. If aircraft recovery operations require special tasks to be completed, egress or life support, the IC will contact the owning unit to provide support.

5.5.4. Coordinate with the safety office before moving any damaged aircraft and coordinate with MDS owning agencies, when applicable.

5.5.5. In the event of an accident, release wreckage to the Interim Safety Investigation Board President when initial response efforts are complete.

**5.6. Contract Aircraft Maintenance Provider CDDAR Team Chief will:**

5.6.1. Be responsible to assist recovery of all 306 FTG owned crash damaged/disabled aircraft.

5.6.2. Upon notification of an on-base aircraft accident during contractual duty hours (official sunrise to sunset):

5.6.2.1. Respond to the designated point and await instructions from IC.

5.6.2.2. Assemble a crash recovery crew once determination is made of the extent of the crash recovery effort and conduct the crash recovery operation. Brief personnel on recovery plan, safety, hazards and assign each member their duties prior to recovery operations. Move the wreckage to the location determined by the Interim Safety Investigation Board President.

5.6.3. Upon notification of an off-base accident within the USAFA Area of Responsibility as defined in Support Agreements and USAFA Plan 10-2, including after contractual duty hours, the aircraft maintenance contractor shall await direction from the contracting officer.

5.6.4. The CDDAR Team Chief will conduct an annual review of support agreements and base disaster response plans with the 306 FTG and provide inputs for change to the appropriate HQ USAF/10 ABW office.

5.7. HQ USAFA/SE will coordinate any initial mishap investigation efforts pending the arrival of the ISB President IAW AFI 91-204, *Safety Investigation and Reports*.

**5.8. The 306 FTG/SE will:**

5.8.1. Advise the IC or Recovery Operations Chief (ROC) concerning safety matters.

5.8.2. Supervise and direct any initial mishap investigation, preservation of perishable evidence, and the mishap scene, pending the arrival of the Interim Safety Investigation Board President IAW AFI 91-204, *Safety Investigation and Reports*.

**6. Aircraft Removal:**

6.1. The following general procedures will apply for aircraft removal. In the event of a crash, no part of the aircraft will be moved without concurrence of the Interim Safety Board President or NTSB, as applicable. Observers not required in command/removal operation are not permitted. If aircraft parts must be moved before arrival of the ISB President or NTSB, approval must be obtained from the IO.

6.2. Prior to starting removal operations on any aircraft and with approval from the appropriate safety representative (ISB President, IO, or NTSB, as available):

6.2.1. The IC will release aircraft to appropriate maintenance supervisor.

6.2.2. If on scene, EOD will standby outside of the immediate recovery area and will perform safing procedures when directed by the IC.

6.2.3. Under emergency circumstances (must clear off active runway immediately) the maintenance supervisor may tow the aircraft to the nearest taxiway.

6.2.4. The IC or ROC will conduct removal operations.

6.3. Applicable maintenance manuals will be used for specific crash recovery procedures. Contract aircraft maintenance provider will develop crash recovery procedures in the absence of maintenance manual procedures. If specific MDS maintenance manuals are not available locally for transient aircraft, owning units will provide them.

6.3.1. Recovery personal will never approach burning/smoldering aircraft until completely extinguished and cleared to by the SFO.

6.3.2. Aircraft containing composite materials, where there is the possibility of airborne particles, 10 ABW initial response members will wear full personal protective equipment (PPE) IAW 00-105E-9.

6.3.3. The On-Scene Commander will determine when PPE can be reduced or modified based on composition and condition of the aircraft and surrounding accident scene.

6.3.3.1. PPE gear consists of a full body suit (Tyvek type), full-face respirator, safety toe boots, Nomex gloves and leather gloves IAW 00-105E-9 and the Base Bio-Environmental Engineering office. 10 ABW personnel will have respirator training documented by the 10 MDG.

6.4. If the crashed aircraft cannot be removed using a crane or manual lifting method, and conditions warrant immediate runway clearance, the IC will direct all available equipment to be used to move the aircraft off the runway by any means possible.

6.5. Cleanup of hazardous materials should follow procedures in USAFA Plans 10-2 and 10-211.



6.6. In the event of a fatality, IC will coordinate with 10 FSS Mortuary Affairs to recover remains.

## **7. Training and Special Tasks:**

7.1. Contract aircraft maintenance provider personnel assigned CDDAR duties will receive initial and annual academic/hands-on CDDAR training to include basic equipment operation, aircraft specific familiarization and simulated lift training. Annual training may be part of a crash recovery exercise. The aircraft maintenance provider will develop and provide their own CDDAR training plan approved by the aircraft maintenance provider training section and the 306 FTG/QAE. Training will incorporate any environmental, safety, and health hazards present in aircraft recovery operations that could affect government personnel or property. CDDAR training will be documented in training records.

7.2. Contract aircraft maintenance provider personnel designated as CDDAR Team Chief or member, will be qualified on basic equipment operation and have training records documented reflecting training received. The special certification roster will be used to document the Team Chief position.

7.3. Schedule an annual joint recurring crash recovery training exercise IAW AFI 21-101\_AETC SUP, with the 10 ABW and the 306 FTG. Provide a crash recovery report for each exercise that will include each aircraft type, scenario, and personnel involved.

## **8. CDDAR Equipment:**

8.1. Contract aircraft maintenance provider will maintain a list of all government provided CDDAR equipment. CDDAR equipment will be maintained IAW Original Equipment Manufacture or Occupational Safety and Health Administration standards. CDDAR equipment will be inspected/inventoried annually as a minimum, after each exercise and documented. Inform the 10 ABW/CC through the 306 FTG/QAE, in writing, of equipment shortages/serviceability that precludes effective CDDAR support.

## **9. CDDAR, Procedures and Conditions:**

### **9.1. UV-18:**

9.1.1. Blown Tires: Contract maintenance support provided.

9.1.2. Departing Surfaces: Contract maintenance support provided. Tow with tow bar and tow vehicle.

9.1.3. Gear Collapse: Contract maintenance support provided using government jacks and UV-18 sling. Government crane support and aircraft transportation required.

9.1.4. Crash: Contract maintenance support provided using government provided UV-18 sling. Government crane support and aircraft transportation required. Contractor personnel directed aircraft lift, sling connection, and maintenance support.

### **9.2. T-41/51/53:**

9.2.1. Blown Tires: Contract maintenance support provided.

9.2.2. Departing Surfaces: Contract maintenance support provided. Tow with tow bar and tow vehicle.

9.2.3. Gear Collapse: Contract maintenance support provided using government jacks and contractor provided aircraft slings. Government crane support and aircraft transportation required.

9.2.4. Crash: Contract maintenance support provided using contractor provided aircraft slings. Government crane support and aircraft transportation required. Contractor personnel directed aircraft lift, sling connection, and maintenance support.

### 9.3. Gliders:

9.3.1. Blown Tires: Contract maintenance support provided.

9.3.2. Departing Surfaces: Contract maintenance support provided. Tow with tow bar and tow vehicle.

9.3.3. Gear Collapse: Contract maintenance support provided.

### 9.4. Tow Aircraft:

9.4.1. Blown tires, departing surfaces, gear collapses, and or crashes is all on the owner of that aircraft to correct, fix, repair, and or remove.

9.4.2. Blown Tires: Contract maintenance support provided.

9.4.3. Departing Surfaces: Contract maintenance support provided. Tow with tow bar and tow vehicle.

9.4.4. Gear Collapse: Contract maintenance support provided using government jacks and contractor provided aircraft slings. Government crane support and aircraft transportation required.

9.4.5. Crash: Contract maintenance support provided using contractor provided aircraft slings. Government crane support and aircraft transportation required. Contractor personnel directed aircraft lift, sling connection, and maintenance support.

### 9.5. Aero Club aircraft:

9.5.1. Blown Tires: Aero Club maintenance support provided.

9.5.2. Departing surfaces: Aero Club maintenance support provided. Tow with tow bar and tow vehicle.

9.5.3. Gear collapse and crash: Aero Club maintenance support provided. If unable to complete with own items, then government support is needed.

9.6. Personnel responding to situations mentioned in [paragraphs 9.1- 9.5](#) will consist of a team chief and sufficient team members dictated by the severity of the aircraft emergency/mishap.

BRIAN S. HARTLESS, Colonel  
Commander, 10th Air Base Wing

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

Technical Order 00-105E-9, *Aerospace Emergency Rescue and Mishap Response Information*, 01 February 2006

AFPD 21-1, *Maintenance of Military Materiel*, 31 July 18

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 15 Jan 20

AFI 33-322, *Records Management and Information Governance Program*, 22 March 2020

AFI 91-204, *Safety Investigations and Reports*, 26 Apr 18

DAFI 33-360, *Publications and Forms Management*, 30 Nov 15

FA7000-19-C-A022, *Contract with Rocky Mountain Mobile Medical*, November 2018

*Support Agreement 21st Space Wing to USAFA*, 21 March 1999

***Adopted Forms***

AF Form 847, *Recommendation for Change of Publication*

***Abbreviations and Acronyms***

**ABW**—Air Base Wing

**AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

**AFPD**—Air Force Policy Directive

**AM**—Airfield Management

**BBE**—Base Bio-Environmental

**CDDAR**—Crash Damaged or Disabled Aircraft Recovery

**CES**—Civil Engineering Squadron

**CONS**—Contracting Squadron

**CSRCP**—Colorado Springs Regional Command Post

**EOC**—Emergency Operations Center

**EOD**—Explosive Ordnance Disposal

**FTG**—Flying Training Group

**HQ**—Headquarters

**IAW**—In Accordance With

**IC**—Incident Commander

**IO**—Investigating Officer

**ISB**—Interim Safety Board

**MDG**—Medical Group

**MDS**—Mission Design Series

**MSG**—Mission Support Group

**OI**—Operating Instruction

**OPR**—Office of Primary Responsibility

**OSS**—Operations Support Squadron

**PCAS**—Primary Crash Alarm System

**PPE**—Personal Protective Equipment

**ROC**—Recovery Operations Chief

**SFO**—Senior Fire Official

**SFS**—Security Forces Squadron

**SOF**—Supervisor of Flying

**UHF**—Ultra High Frequency

**USAFA**—United States Air Force Academy

**VHF**—Very High Frequency

*Terms*

**Disabled aircraft**—An aircraft that cannot or should not be moved using its own motive power, but can be towed using its own serviceable under-carriage.

**Damaged aircraft**—An aircraft that cannot be moved from the runway using its own motive power or by its own under-carriage.