DEPARTMENT OF THE AIR FORCE
509TH MAINTENANCE GROUP (AFGSC)
WHITEMAN AIR FORCE BASE MISSOURI

WHITEMANAFBI21-1018_WHITEMANAFBGM2026-01

4 March 2026

MEMORANDUM FOR 509 MXG, 131 MXG, 72 TES/MX, 509 LRS ALL PERSONNEL

FROM: 509 MXG/CC 509 LRS/CC

SUBJECT: 509 MXG Guidance Memorandum to WHITEMANAFBSUPI21-1018_GM2026-01

1. By order of the Commander, 509th Maintenance Group, this Guidance Memorandum immediately implements changes to WHITEMANAFBI 21-1018, *Aircraft/Equipment Emergency Response and Crash, Damaged, Disabled Aircraft Recovery (CDDAR)*. Compliance with this memorandum is mandatory. To the extent its directions are inconsistent with other publications, the information herein prevails.

4.2. **(Changed) Maintenance Tactics (MXK).** The 509 MXS will maintain the following equipment and vehicles to facilitate CDDAR: (1) 40-ft flatbed trailer with 26-ton aircraft lifting bags & consoles; (1) 24-ft crash trailer (containing CDDAR equipment); (1) skid loader; and (1) radio-equipped four-wheel drive 6-pax vehicle. The 509 LRS will provide a semi-truck capable of towing the 40-ft flatbed trailer and a qualified semi-truck driver.

2. This letter supersedes all previous letters of the same subject. Please direct questions to the 509 MXG/CC, 509 MXG/CD, or 509 MXG/SEL at (660) 687-1211 or at DSN 975-1211.

JOSHUA M. POPE, Colonel, USAF
Commander

BY ORDER OF THE COMMANDER
WHITEMAN AIR FORCE BASE

WHITEMAN AIR FORCE BASE
INSTRUCTION 21-1018

14 APRIL 2021

Maintenance

AIRCRAFT/EQUIPMENT EMERGENCY RESPONSE AND CRASH, DAMAGED, DISABLED AIRCRAFT RECOVERY (CDDAR)

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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

RELEASABILITY: There are no releasability restrictions on this publication

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OPR: 509MXS/MXMT

Certified by: 509MXG/CC
(Colonel Jeffrey G. Holland)

Pages: 13

This publication implements requirements from Whiteman AFB Instruction (WAFBI) 91-1, *Mishap Response Pla*n, and Air Force Instruction (AFI) 21-101, *Aircraft and Equipment Maintenance Management*, AFGSC Supplement (SUP), WAFB Supplement. This publication provides guidance for In-Flight Emergency (IFE) and Ground Emergency (GE) response and Crashed, Damaged, Disabled, Aircraft Recovery (CDDAR) for WAFB-associated and transient aircraft. *NOTE: For IFEs involving Hung Ordnance, follow recovery procedures identified in Whiteman AFB Instruction (WAFBI) 91-102, Launch and Recovery of Explosive Loaded Aircraft*. This instruction applies to organizations within the 509th Bomb Wing (509 BW) and the 131st Bomb Wing (131 BW) involved with aircraft operations and maintenance. All 509 BW/131 BW personnel qualified to maintain, operate, or service aircraft, or who supervise those activities, will comply with the procedures in this instruction. This publication may be supplemented at any level, but all supplements must be routed to the Office of Primary Responsibility (OPR) listed above for coordination prior to certification and approval. Refer recommended changes and questions about this publication to the OPR listed above using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with 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).

1. Roles and Responsibilities for Whiteman AFB IFE and GE Response.

1.1. **Command and Control.** All 509/131 BW agencies directly tasked in Section 1 of this publication will provide and maintain contact information with the 509/131 Maintenance Operations Center (MOC), to include contact information to support emergency response during stand-by hours, weekends, and holidays.

1.2. **509/131 BW Aircraft and Transient Aircraft IFE/GE.**

1.2.1. **Whiteman AFB Fire Department (WAFB FD) will:**

1.2.1.1. Provide the Incident Commander (IC) to direct operations until emergency response termination or transfer to WAFB Emergency Operations Center.

1.2.1.2. In coordination with owning agencies, determine the safety of affected aircraft/equipment.

1.2.1.3. Extinguish fires, if present.

1.2.1.4. Contain, remove and mitigate large petroleum, oil or lubricant spills that occur on runways or taxiways.

1.2.1.5. For emergencies involving aircraft with hot brakes, direct recovery to authorized hot brake parking areas In accordance With (IAW) Air Force Instruction (AFI) 21-101, *Aircraft and Equipment Maintenance Management*, WAFB Supplement (SUP).

1.2.1.6. Terminate emergency response once the affected aircraft/equipment, personnel and response area are safe.

1.2.2. **509th/131st Maintenance Operations Center (MOC) will:**

1.2.2.1. Notify Whiteman AFB Fire Department and 509/131 BW, 442 FW and 1-135 AVB maintenance operations of ground or in-flight emergencies. Include aircraft type, tail number, nature of emergency and, if applicable, landing direction/location and other information to inform the immediate response.

1.2.2.2. Direct affected agencies to the exercise/emergency (“E”) channel on the maintenance net, if applicable.

1.2.2.3. Initiate recall of 509/131 MXG, transient alert and other personnel required for emergency response during stand-by hours, weekends, and holidays.

1.2.2.4. Monitor progress and notify applicable agencies upon emergency response termination.

1.2.3. **509th/131st Maintenance Squadron (509/131 MXS) will:**

1.2.3.1. Provide CDDAR expertise to and operate under the direction of the IC.

1.2.3.2. Execute and maintain the 509 BW CDDAR program IAW Sections 2-5 of this instruction.

1.2.4. **509th/131st Civil Engineering Squadron (509/131 CES).** Upon notification, provide operator(s) and equipment in support of emergency response, aircraft recovery and airfield restoration operations.

1.2.5. **509th/131st Logistics Readiness Squadron (509/131 LRS).** Upon notification, provide driver(s) and transportation for movement of equipment and artifacts/evidence in support of response and recovery operations.

1.3. **B-2 IFE/GE response, including associated equipment.**

1.3.1. **509th/131st Aircraft Maintenance Squadron (509/131 AMXS) will:**

1.3.1.1. Provide a production superintendent ("Dragon Super") as the on-scene maintenance representative to the IC and assist the IC/SFO in determining and establishing the safety of the aircraft, to include installation of applicable downlocks/protective covers, opening of hatches/doors, etc.

1.3.1.2. In coordination with the 509th/131st Maintenance Squadron (509/131 MXS), provide a tow/recovery team, tow vehicle with tow bar, necessary Aircraft Ground Equipment (AGE), subject matter experts (SME) and other essential personnel/equipment necessary to facilitate safe recovery of aircraft/equipment.

1.3.1.3. Contain, remove and mitigate minor fluid spills on runways and/or taxiways.

1.3.1.4. Take control of the aircraft/equipment upon direction of the IC.

1.3.2. **509th/131st Maintenance Squadron (509/131 MXS) will:**

1.3.2.1. Provide a production superintendent ("Viper Super") and Repair and Reclamation Supervisor ("Recovery 1") to the IC.

1.3.2.1.1. The production superintendent will coordinate 509/131 MXS support to the IC and the 509/131 AMXS production superintendent and will initiate CDDAR actions upon direction of the IC.

1.3.2.1.2. Upon direction from the IC, 509/131 AMXS production superintendent, or 509/131 MXS production superintendent, the Repair and Reclamation Supervisor will coordinate and perform CDDAR actions as prescribed in Section 2 of this publication.

1.4. **T-38 IFE/GE response, including associated equipment.**

1.4.1. **T-38 Maintenance Support will:**

1.4.1.1. Provide a production superintendent ("Rocket 2") as the on-scene maintenance representative to the IC and assist the IC in determining and establishing the safety of the aircraft, to include installation of applicable downlocks/protective covers, opening of canopy/doors, etc.

1.4.1.2. In coordination with the 509/131 MXS, provide a tow/recovery team, tow vehicle with tow bar, necessary Aircraft Ground Equipment (AGE), subject matter experts (SME) and other essential personnel/equipment necessary to facilitate safe recovery of aircraft/equipment.

1.4.1.3. Contain, remove and mitigate minor fluid spills on runways and/or taxiways.

1.4.1.4. Take control of the aircraft/equipment upon direction of the IC.

1.4.2. **509/131 MXS will:**

1.4.2.1. Provide a production superintendent ("Viper Super") and Repair and Reclamation Supervisor ("Recovery 1") to the IC.

1.4.2.1.1. The production superintendent will coordinate 509/131 MXS support to the IC and T-38 Maintenance Support production superintendent and will initiate CDDAR actions upon direction of the IC.

1.4.2.1.2. Upon direction from the IC or 509/131 MXS production superintendent, the Repair and Reclamation Supervisor will coordinate and perform CDDAR actions as prescribed in Section 2 of this publication.

1.5. **Transient Aircraft IFE/GE response.**

1.5.1. **Transient Aircraft Maintenance Support will:**

1.5.1.1. Provide a production superintendent or SME, as applicable, as the on-scene maintenance representative to the IC and assist the IC in determining and establishing the safety of the aircraft, to include installation of applicable downlocks/protective covers, opening of canopy/doors, etc.

1.5.1.2. In coordination with the 509/131 MXS, provide a tow/recovery team, tow vehicle with tow bar, necessary Aircraft Ground Equipment (AGE), subject matter experts (SME) and other essential personnel/equipment necessary to facilitate safe recovery of aircraft/equipment.

1.5.1.3. Contain, remove and mitigate minor fluid spills on runways and/or taxiways.

1.5.1.4. Take control of the aircraft/equipment upon direction of the IC.

1.5.2. **509/131 MXS will:**

1.5.2.1. Provide a production superintendent ("Viper Super") and Repair and Reclamation Supervisor ("Recovery 1") to the IC.

1.5.2.1.1. The production superintendent will coordinate 509/131 MXS support to the IC and Transient Aircraft Maintenance Support and will initiate CDDAR actions upon direction of the IC.

1.5.2.1.2. Upon direction from the IC or 509/131 MXS production superintendent, the Repair and Reclamation Supervisor will coordinate and perform CDDAR actions as prescribed in Section 2 of this publication.

2. Crashed, Damaged, Disabled, Aircraft Recovery (CDDAR) Operations.

2.1. **Concept of operations.** When a GE/IFE results in a crashed, damaged, or disabled aircraft, the following guidance supplements that provided in Section 1 of this instruction.

2.1.1. Recovery of mishap aircraft located both on-and off-base will follow the guidelines identified in WAFB Mishap Response Plan 91-1 and the 509 BW IEMP 10-2.

2.1.2. CDDAR actions will focus, as applicable and possible, on minimizing damage to aircraft, restoring airfield operations and preserving evidence for mishap investigation.

2.2. **On-installation CDDAR Operations.** ***NOTE:*** *Whiteman AFB does not have a barrier aircraft arresting system.*

2.2.1. Upon notification of CDDAR requirements, the 509/131 MXS Production Superintendent and CDDAR Team Chief will immediately coordinate with the IC to proceed to the mishap site and begin preparation for recovery operations. The CDDAR Team will assemble and prepare CDDAR equipment for dispatch. Once assembled, the CDDAR Team will await guidance from the IC.

2.2.2. Prior to CDDAR Team initial dispatch, the CDDAR Team Chief will ensure all responding CDDAR personnel have hooded protective coveralls, leather gloves, nitrile gloves, steel toed boots, full face respirators and high efficiency particulate air, and acid vapor filter cartridges. The CDDAR Team Chief will also ensure respirator certifications are current IAW AFI 48-137, *Respiratory Protection Program*, and the WAFB Form 1018, *509 MXS CDDAR Functional Checklist* (See Attachment 2).

2.2.3. The CDDAR Team Chief will maintain contact with the IC throughout recovery preparation and execution.

2.2.4. **B-2 CDDAR.** 509/131 AMXS/MXA will coordinate CDDAR support to include, but not limited to, specialists to identify, reclaim, and secure radio, radar, classified equipment and identify any Line Replaceable Units (LRU) containing radiation upon direction from the IC.

2.2.5. **T-38/Transient Aircraft CDDAR.** Recovery of mishap transient aircraft will be the responsibility of the 509/131 MXS. The transient alert aircraft maintenance contractor will be the "owning" agency for transient aircraft involved in a mishap. The contractor will also provide technical assistance throughout the recovery process and will coordinate as required with the home unit.

2.3. **Off-installation CDDAR.**

2.3.1. Responsibilities remain the same as for on-installation CDDAR; however, operations may be executed under direction of the IC in coordination with civilian authorities.

2.3.2. When locally-assigned aircraft plan to operate from alternate/expeditionary locations in non-transient status, CDDAR requirements will be addressed in site planning actions prior to aircraft movement. *NOTE: The 509 MXS maintains a limited deployable B-2 CDDAR capability to augment existing programs at forward operating locations.*

3. CDDAR personnel.

3.1. CDDAR Team Chief. The 509/131 MXS Maintenance Flight Repair & Reclamation shift supervisor will perform duties as the CDDAR Team Chief ("Recovery 1").

3.1.1. Serves as the CDDAR SME to the IC and coordinates CDDAR requirements through the 509/131 MXS Production Superintendent ("Viper Super").

3.1.2. Forms a CDDAR Team ("Recovery 2").

3.1.3. Determine equipment requirements and, if required, request personnel and equipment through the IC.

3.2. CDDAR Team ("Recovery 2"). The CDDAR Team should consist of five members: the CDDAR Team Chief, one 7-level technician, and three 5-level technicians. These members will be qualified on CDDAR tasks in the Training Business Area. Specific response and operational conditions may require additional members from 509/131 MXS Maintenance Flight, including those without previously completed training, to perform recovery operations.

3.3. CDDAR Augmentees. Additional 509/131 BW personnel may be required to perform Phase III (recovery of aircraft and restoration of mishap site IAW WAFB RP 91-1 Paragraph 2.3.3) CDDAR operations. Additionally, the 509th/131st Logistics Readiness Squadron (509/131 LRS) may be required to provide a semi-truck and driver and the 509th/131st Civil Engineer Squadron (509/131 CES) may be required to provide heavy equipment and operators. All requirements and requests will be channeled through the IC.

4. CDDAR supplies and equipment.

4.1. The 509 MXS will equip all 509/131 MXS CDDAR Team personnel with hooded protective coveralls, leather gloves, nitrile gloves, steel toed boots, full face respirators and high efficiency particulate air- and acid vapor- filter cartridges.

4.2. The 509 MXS will maintain the following equipment and vehicles to facilitate CDDAR: (1) 40-ft flatbed trailer with 26-ton aircraft lifting bags & consoles; (1) 24-ft crash trailer (containing CDDAR equipment); (1) skid loader; and (1) radio-equipped four-wheel drive 6-pax vehicle.

4.3. The 509/131 MXS CDDAR will notify 509 MUNS for use of the 50-ton crane when required for CDDAR events.

4.4. The 509/131 MXS CDDAR Team Chief is to use the WAFB Form 1018, *509 MXS CDDAR Functional Checklist* (See Attachment 2) to aid in planning any CDDAR actions.

5. CDDAR Training.

5.1. The WAFB CDDAR training program is managed and executed by the 509/131 MXS.

5.2. CDDAR Team Chiefs will complete at least one practical evaluation (aircraft lift) for initial certification and every 36 months thereafter for recertification. Certification and recertification will be annotated in the Integrated Maintenance Data System (IMDS).

5.3. CDDAR Team Chief and team members will complete training on crane operations, CDDAR trailer equipment familiarization and video refresher training every 12 months for assigned B-2A and T-38A aircraft. Though specific training on all potential transient aircraft is not feasible, annual CDDAR training will include general aircraft recovery training from Technical Order (TO) 00-105E-9, *Aerospace Emergency Rescue and Mishap Response Information*. Completion of annual training will be annotated in IMDS.

5.4. The 509 MXS will provide CDDAR support equipment training and personnel support to WAFB tenant units as outlined in applicable support agreement(s).

JEFFREY T. SCHREINER, Colonel. USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFMAN 10-207, *Command Post*, 11 April 2018

AFMAN 91-201, *Explosive safety Standards*, 21 March 2017

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 21 May 2015

AFI 21-101, *Aircraft and Equipment Maintenance Management*, AFGSC Sup, 26 October 2015

AFI 21-101, *Aircraft and Equipment Maintenance Management*, WAFB Sup, 31 January 2017

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

AFI 48-137, *Respiratory Protection Program*, 28 January 2019

WAFBI 91-102, *Launch and Recovery of Explosive Loaded Aircraft*, 12 February 2015

WAFB RP 91-1, *Whiteman Mishap AFB Response Plan*, 01 April 2018

BW IEMP 10-2, *Installation Emergency Mishap Plan*, 04 January 2019

TO 00-105E-9, *Aerospace Emergency Rescue and Mishap Response Information*, 16 April 2018

Prescribed Forms

WITEMANAFB Form 1018, *509 MXS CDDAR Functional Checklist*, 21 August 2019

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AF Form 483, *Certificate of Competency*

Abbreviations and Acronyms

131 BW—131st Bomb Wing

509 BW—509th Bomb Wing

509/131 AMXS—509th Aircraft Maintenance Squadron

509/131 BW—509th Bomb Wing

509/131 CES—509th Civil Engineering Squadron

509/131 LRS—509th Logistics Readiness Squadron

509/131 MOC—509th Maintenance Operations Center

509/131 MXS—509th Maintenance Squadron

AFI—Air Force instructions

AFMAN—Air Force Manual

AFRIMS—Air Force Records Information Management

AFSC—Air Force Specialty Code

AGE—Aircraft Ground Equipment

ANG—Air National Guard

CDDAR—Crashed, Damaged, Disabled, Aircraft, Recovery

EOC—Emergency Operations Center

GE—Ground Emergency

HAZMAT—Hazardous materials

IAW—In Accordance With

IC—Incident Commander

IFE—In-Flight Emergency

IMDS—Integrated Maintenance Data System

LRU—Line Replaceable Unit

MOC—Maintenance Operations Center

OPR—Office of Primary Responsibility

POC—Pont of Contact

RDS—records Disposition Schedule

SFO—Senior Fire Officer

SME—Subject Mater Expert

SUP—Supplement

TO—Technical Order

WAFB—Whiteman Air Force Base

WAFBI—Whiteman Air Force Base Instruction

WAFB FD—Whiteman Air Force Base Fire Department

Attachment 2

509MXS CDDAR FUNCTIONAL CHECKLIST AIRCRAFT EMERGENCY RESPONSE/SITE ASSESSMENT

Table A2.1. WHITEMANAFB Form 1018.

<table>
<tr><td colspan="2">_____TRAINING EXERCISE _____ACTUAL EMERGENCY</td></tr>
<tr><td>DATE:</td><td>AIRCRAFT: CALLSIGN:</td></tr>
<tr><td>START TIME:</td><td>STOP TIME:</td></tr>
<tr><td>ETA:</td><td>RUNWAY HEADING:</td></tr>
<tr><td>NATURE OF EMERGENCY:

CRASH:

IFE:</td><td>WEATHER CONDITIONS: TEMP

WIND CHILL: HEAT CAP:

WIND SPEED: DIRECTION:</td></tr>
<tr><td>HAZARDS:
FIRE: ___YES ___NO
BURNT COMPOSITES:___YES ___NO
DEPLETED URANIUM:___YES ___NO
RADIATION THREAT:___YES ___NO
FUEL SPILL: ___YES ___NO
BIO (REMAINS): ___YES ___NO</td><td rowspan="2">MUNITIONS:
STATION LOAD:
1._____
2._____
3._____
4._____
5._____
6._____
7._____
8._____
9._____
10._____
11._____
12._____
13._____
14._____
15._____
16._____</td></tr>
<tr><td>AIRCRAFT CONFIGURATION:

FUEL LOAD: _____</td></tr>
<tr><td colspan="2">AIRCRAFT WEIGHT

BASIC WEIGHT: _____MUNITIONS: _____

FUEL LOAD: _____ MISSING COMPONENTS (Subtract)

STATION LOAD: _____ _____

TOTAL LIFT WEIGHT: _____ CG: _____</td></tr>
<tr><td colspan="2">WHITEMANAFB Form 1018 Page 1 of 4</td></tr>
</table>

509MXS CDDAR Functional Checklist.

AIRCRAFT ASSESSMENT & CONDITION:

LANDING SURFACE:___RUNWAY___WATER ___GRASS/DIRT (SOFT) ___SLOPING

GEAR UP LANDING: ___YES ___NO GEAR COLLAPSED: ___YES ___NO

LANDING GEAR CONDITION:
LEFT_____RIGHT_____NOSE_____

POSTURE OF AIRCRAFT: _____

AIRCRAFT ACCESSIBLE FOR RECOVERY VEHICLES: ___YES ___NO

RECOVERY TYPE:

URGENT REMOVAL REQ: ___YES ___NO METHOD: ___PUSH ___PULL

LIFTING BAG: ___YES ___NO

NUMBER OF BAG SETS: ___ONE ___TWO ___THREE ___FOUR ___MORE #_____

HOIST & SLING: ___YES ___NO TOW CABLES: ___YES ___NO

AIRCRAFT JACKS: ___YES ___NO

NUMBER OF JACKS: ___ONE ___TWO ___THREE ___MORE #_____

FUSELAGE: ___YES ___NO

WHEEL DOLLY (SKATE): ___YES ___NO

NUMBER OF DOLLYIES:___ONE ___TWO ___THREE ___MORE #_____

EQUIPMENT REQUIED:

CRASH TRAILER:___YES ___NO 40FT. TRAILER: ___YES ___NO

CRANE 50-60 TON:___YES___NO MC-7A: ___YES___NO

110 AMMO TRAILER: ___YES ___NO BOMB LIFT: ___YES ___NO

LIGHT ALL: ___YES ___NO ___ MORE #___HEAVY EQUIPMENT: ___YES ___NO

TOW VEHICALE: ___YES ___NO BULLDOZER: ___YES ___NO

TOW BAR: ___YES ___NO

SPECIAL EQUIPMENT REQUIERD:

DUNNAGE: ___YES ___NO ___MORE #_____

STEEL PLATING: ___YES ___NO ___MORE #_____

FILL/ROADBASE: ___YES ___NO ___MORE #_____

DEBRIS CONTAINERS: ___YES ___NO ___MORE #_____ HAZARDOUS ___

PSP OR WOOD PLANKING: ___YES ___NO ___MORE #_____

SHORING FOR FUSELAGE MOVEMENT: ___YES ___NO ___MORE #_____

POC LIST/ROSTER

INCIDENT COMMANDER (IC):_____

RECOVERY OPERATIONS CHIEF (ROC): _____

CDDAR TEAM CHIEF: _____

CDDAR TEAM MEMBERS:

1._____	7._____	13._____
2._____	8._____	14._____
3._____	9._____	15._____
4._____	10._____	16._____
5._____	11._____	17._____
6._____	12._____	18._____

AUGMENTEES:

1._____	7._____	13._____
2._____	8._____	14._____
3._____	9._____	15._____
4._____	10._____	16._____
5._____	11._____	17._____
6._____	12._____	18._____

509 MXS CDDAR FUNCTIONAL CHECLIST

IMPORTANT NOTES: