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Maintenance

**RECOVERY OF CRASH, DAMAGED, OR
DISABLED AIRCRAFT**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: 15 LG/LSDMD (Mr. Walter H. Masuko)
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Certified by: 15 LG/LSDM (Mr Brian A. Gomes)
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This is not an initial response instruction. It provides the basic procedures to be followed for aircraft recovery/removal in the event of a crash/disabled aircraft after all initial response events have been accomplished. It also contains procedures for the recovery of crash/disabled US military, foreign, or commercial aircraft landing at the Hickam/Honolulu International Airport complex or on the island of Oahu in support of the 15th Air Base Wing. Physical aircraft removal procedures will not be implemented until approved by the Safety Investigation Board or 15 ABW/SE. It applies to all personnel assigned to the 15th Air Base Wing and tenant units who have responsibility for the above actions.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed. This instruction reflects changes too numerous and extensive to individually list. It is for all intense purposes a new instruction.

1. REFERENCES:

- 1.1. AFI 51-503, Accident Investigation Board
- 1.2. AFI 91-204, Investigating and Reporting US Air Force Mishaps.
- 1.3. PACAFI 21-101, Objective Wing Aircraft Maintenance.
- 1.4. 15 ABW OPlan 32-1, Base Disaster Preparedness.
- 1.5. 15 ABW OPlan 91-1, Mishap Response
- 1.6. 15 ABW OPlan 409, Support Plan for the DoD Manager's Space Transportation System Contingency Support Operation Plan.

1.7. Hickam Air Force Base/Honolulu International Airport, Joint Use Agreement, FB5260-XXXX-900.

1.8. Institute for Environment, Safety, and Occupational Health Risk Analysis (Composite Materials).

1.9. AFI 34-242, Chapter six, Search and Recovery (SAR)

2. RESPONSIBILITIES:

2.1. Logistics Support Division Airframe and Powerplant Section (15 LG/LSDMD) will:

2.1.1. Train all personnel assigned to the crash recovery team IAW PACAFI 21-101. Training will be documented in the Core Automated Maintenance System (CAMS).

2.1.2. Establish and maintain a basic crash reference book and checklist of equipment to be used by aircraft type. The book will be located in 15 LG/LSDMD.

2.2. When a mishap occurs on an active runway or taxiway, 15 LG/Transient Alert Contractor (15 LG/TA-CON) will provide escort for the crash recovery team as needed.

2.3. 15th Air Base Wing/Maintenance Operations Center (15 ABW/CPM) will coordinate requests to obtain ground-handling procedures for applicable aircraft from the owning command or contractor as required.

2.4. The owning command or contractor will be responsible for providing personnel, supplies, equipment, and technical expertise as needed to assist the crash recovery team in the safe removal of mishap aircraft IAW AFI 91-204.

2.5. Designated individuals from the mishap aircraft organization will respond with the crash recovery team to all mishaps involving owned or controlled aircraft. For transient aircraft, 15 LG/TA-CON will respond. These personnel will provide technical assistance to the crash recovery team and perform required ground-handling procedures as needed.

2.6. Bio-Environmental Engineer (BEE) will:

2.6.1. Evaluate scene for potential health hazards. Provide assessment to the On-Scene Commander (OSC).

2.6.2. Brief recovery personnel on all potential hazards as applicable.

2.6.3. Specify proper Personal Protective Equipment (PPE) as required based on assessment. Provide recommendations to the OSC.

2.7. 15th Services Squadron will direct and conduct SAR operations. Additionally, they will make meals available and provide ice as needed for all crash recovery actions and exercises.

2.8. 15th Civil Engineer Squadron will procure and deliver plywood, heavy equipment and other necessary supplies needed for recovery/removal actions.

2.9. A fund cite will be activated by 15 ABW/SE to procure needed supplies and PPE.

3. PROCEDURES.

3.1. The Disaster Control Group (DCG) maintenance supervisor or crash recovery team chief will coordinate requirements with the 15 ABW/CPM for the use of off-base specialized equipment and for specialist support as required.

3.1.1. If a crane is needed 15 ABW/CPM will coordinate with PWC Pearl Harbor, Crane and Rigging Services, at 474-4126 for the use of a crane and qualified operator.

3.2. Fleet Management Branch, 15 LG/LSDV will:

3.2.1. Deliver a 7-1/2 ton tractor and qualified driver to the crash recovery trailer located in Hangar 34, Bldg 1055.

3.2.2. Upon request, provide additional equipment as required to the crash recovery site, i.e., flat-bed trailers, tractor, etc.

3.3. The crash recovery team will not destroy or remove wreckage without the agreement of the Safety Investigation Board (SIB) and Accident Investigation Board (AIB), except for essential rescue or to prevent interference with airfield operations or vital civil functions.

3.4. In the event of fatalities, the crash recovery team will not remove the wreckage, or portions of the wreckage, until coordinated with and approved by the SAR team chief.

3.5. The maintenance supervisor or crash recovery team chief will obtain a signed release (Attachment 1) from Honolulu International Airport manager before handling any civilian type aircraft. See FB5260-XXXX-900 for additional guidance.

3.6. Upon notification of a crash/disabled aircraft, 15 LG/LSDMD will:

3.6.1. Assemble crash recovery personnel and equipment at the crash trailer, Hangar 34, Bldg 1055, and issue safety equipment as required to identify the recovery crew. The crew will proceed to the crash site only upon approval from the appropriate authority.

3.6.2. Team chief will brief personnel on crash/disabled aircraft condition, the possibility of human remains and importance of not touching or disturbing them, and overview all safety precautions.

3.6.3. Ensure the crash recovery team reviews individual responsibilities for recovery of all crashed or damaged aircraft with the 15 ABW safety representative or SIB board president, if applicable, before recovery procedures are initiated. The recovery action starts when directed by the OSC, SIB board president, or safety representative as applicable.

3.6.4. Report removal recommendations to the OSC or safety representative.

3.6.5. After obtaining approval from the OSC or safety representative and confirming BEE has ensured the area is safe for entry, configure aircraft and begin recovery/removal actions. Recovery and removal of aircraft and aircraft parts will be IAW AFI 91-204 to ensure preservation of evidence.

3.6.6. Obtain verification from the OSC or safety representative that all explosive items have been made safe or removed, if applicable.

3.7. Designated individuals from the mishap aircraft organization or 15 LG/TA-CON, as applicable, will ensure the following ground handling procedures are complied with.

3.7.1. Disconnect batteries.

3.7.2. Drain fuel and oil from tanks if required.

3.7.3. Remove liquid oxygen if required.

3.8. When responding to a disabled aircraft with hot brakes, the crash recovery team chief will coordinate with the base fire department to ensure the aircraft is in a safe condition before proceeding with removal procedures.

STEVEN J. REDMANN, Brigadier General, USAF
Commander, 15th Air Base Wing

Attachment 1

CRASH RELEASE CERTIFICATE

KNOW ALL MEN BY THESE PRESENTS:

That in consideration for the use of United States Air Force equipment and personnel, the receipt of which is hereby acknowledged, I, (1) _____, as agent of (2) _____, agree to release, acquit, and forever discharge the United States, its officers, agents, and employees, for all liability arising out of or connected with the use of United States equipment or personnel for fire control, crash, and rescue activities at or in the vicinity of _____, and I, (1) _____, as agent of (2) _____, further agree, to the full extent permitted by law, to indemnify, defend, and hold harmless the United States, its officers, agents, and employees against any and all claims, of whatever description, arising out of or connected with such use of United States equipment or personnel.

SIGNATURE _____

WITNESSED DATE SIGNED BY DATE

- (1) The aircraft owner or operator's authorized representative
- (2) The owner's or carrier's name