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Maintenance

AIRCRAFT CRASH RECOVERY

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This instruction applies to the 374th Operations Group (374 OG), the 374th Maintenance Group (374 MXG), the 374th Maintenance Operations Squadron Maintenance Operation Center (MOC) (374 MOS/MXOOM), the 730th Air Mobility Squadron (730 AMS) and other 374th Airlift Wing (374 AW) support organizations. This instruction establishes and defines responsibilities and procedures for the recovery of crashed or disabled aircraft on the active runway adjoining taxiways or immediate vicinity as required by wing mission plans and local host-tenant agreements. It also implements applicable aircraft -2 and -3 Technical Orders (TO), TO 00-105E-9, *Aerospace Emergency Rescue and Mishap Response Information*, and Yokota Air Base (AB) OPLAN 10-2, *Full Spectrum Threat Response*, and 374 AW Mishap Response Guide 91-204, *Mishap Response Guide*.

SUMMARY OF REVISIONS

Delete paragraphs related to C-9 and update office names and symbols. A bar (|) indicates revision from the previous edition.

1. Senior On-Scene Maintenance Representative (SOMR).

1.1. The SOMR will:

- 1.1.1. Assume responsibility until relieved by the appropriate authority.
- 1.1.2. Report to the on-scene commander and coordinate the maintenance response between the Disaster Response Force, MOC and Airfield Management.
- 1.1.3. Ensure only personnel designated by the Crash Recovery Team (CRT) supervisor are permitted access to the aircraft after the aircraft is released for recovery actions.
- 1.1.4. Coordinate with the appropriate units to obtain manpower and equipment as required by the CRT supervisor.

2. The 374th Maintenance Squadron Repair and Reclamation (R&R) Section (374 MXS/MXMTR).

2.1. R&R will:

2.1.1. Establish a crash recovery and composite material handling training program. R&R personnel will accomplish annual training on Yokota AB assigned mission design series (MDS) aircraft. Actual aircraft emergencies can be substituted for the required training.

2.1.2. Maintain equipment assigned to the crash recovery program. Crash recovery equipment will be maintained in a ready-to-use condition and will receive the highest priority when maintenance is required.

2.1.3. Maintain a current recall roster of all CRT personnel and provide a CRT as required.

2.2. The CRT supervisor's responsibilities will be assigned to the most qualified R&R specialist on-scene. The CRT supervisor will:

2.2.1. Provide the SOMR with a roster of CRT personnel.

2.2.2. Be responsible for ensuring the aircraft is moved to the predetermined location, safely and expeditiously, using all resources available.

2.2.3. Maintain complete control of the aircraft and the removal procedures until it is moved to a predetermined location.

3. The 374 AW Units.

3.1. The 374 AW units will provide manpower and/or equipment, as required, to support the CRT.

3.2. The following units will provide MDS-specific manpower and/or equipment for training and crash recovery, as required, by the CRT:

3.2.1. The 374th Aircraft Maintenance Squadron (374 AMXS) will support C-130 aircraft crash recovery.

3.2.2. The 374 MXS will support fighter-type aircraft.

3.2.3. The 374 MOS will coordinate contractor support for incidents involving assigned C-21 and UH-1N aircraft.

3.2.4. The Yokota Aero Club manager or the lead mechanic, defense switch network (DSN) 225-8988, will be contacted for the Yokota Aero Club aircraft recovery.

4. The MOC.

4.1. The MOC will:

4.1.1. Notify R&R during in-flight emergencies (IFE) and hot brake conditions. If R&R cannot be reached after normal duty hours, the Maintenance Production Superintendent (Maintenance 10) will be contacted to determine CRT response.

4.1.2. Assist the SOMR by coordinating with other units and/or agencies as required.

4.1.3. Notify the 374 MOS Plans, Scheduling and Documentation Section (374 MOS/MXOOP) to gain possession of crashed aircraft per AFI 21-103, *Equipment Inventory, Status and Utilization Reporting*.

5. The 730 AMS.

5.1. The 730 AMS will:

5.1.1. Provide manpower and/or equipment for training and recovery of Air Mobility Command (AMC) aircraft and assist crash recovery operations with crew chief and specialist support. Provide tow team and tow vehicle as required per Memorandum of Agreement FB5209-00224-002, to support the CRT.

5.1.2. Recovery equipment for wide-bodied aircraft on station is limited to air bags and a C-5/C-17 main landing gear (MLG) bridle. The 730 AMS will notify the appropriate headquarters and owning organization after initial response by the CRT. In the event a wide-bodied aircraft becomes disabled at Yokota AB, the 730 AMS will notify the Headquarters Pacific Air Forces Maintenance Engineering Division (HQ PACAF/LGM) through PACAF Command Center, DSN 948-8500, and also request assistance through the major command from the following point of contact.

5.1.2.1. E-4: 55 MOC, Offutt AFB, Nebraska, DSN 271-5147/48.

5.1.2.2. AMC aircraft: Tanker Airlift Control Center (TACC), Scott AFB, Illinois, DSN 576-1706.

5.1.3. The 730 AMS Contract Airlift Administration (730 AMS/CCK), DSN 225-9307, will coordinate with the on-station operations handling agent and owning airline for recovery assistance of civilian aircraft.

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