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Maintenance

**CRASH, DAMAGED OR DISABLED AIRCRAFT
REPAIR (CDDAR)**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD) 21-1, *Managing Aerospace Equipment Maintenance*. This instruction standardizes procedures for implementing the Crash, Damaged, or Disabled Aircraft Repair (CDDAR) program.

1. General:

- 1.1. The CDDAR program is designed to recover crashed, damaged or disabled aircraft in a minimum time period. Requirements will consist of opening runways for operational use, prevention of secondary damage to the aircraft, and preservation of evidence for mishap or accident investigation.
- 1.2. The CDDAR program instruction is procedural and will not take precedence over aircraft specific technical data in the recovery of crashed, damaged or disabled aircraft.

2. CDDAR Responsibilities:

- 2.1. The 88 MSG/LGRMT is responsible under the host/tenant support agreement (#FB2300-03118-0011) for immediate response, recovery, and preservation of evidence for mishap or accident investigations.
- 2.2. The 445 AW will provide crash recovery support as requested/required and support aircraft Safety Investigation Boards (SIB) IAW WPAFB Plan 91-204, *Aircraft Mishap Investigation*, to include providing space in hangars for preservation of accident debris and providing Operations/Maintenance advisors to the On-Scene Commander (OSC) when AMC/AFRC resources are involved. When 445 AW personnel or assets are involved, the 445 AW will provide a minimum of two members of the interim SIB.
- 2.3. The 445 MXG/MGQ, Quality Assurance (MGQ) will ensure all aircraft AFTO Forms 781 **ARMS Aircrew/Mission Flight Data Document** documentation/historical records, servicing equipment; personnel training records, and Maintenance Information System (G081) utilizing the 9012

screen (Lock/Unlock Aircraft Database) are impounded upon notification of an accident/mishap. MGQ will serve as the central point of coordination between CDDAR team chief and the SIB.

2.4. The 445 AW Aerospace Repair Section Chief will serve as the CDDAR team chief in the event the 88 MSG/LGRMT requests assistance or technical expertise. In the event the 445 AW CDDAR team chief is unavailable the 445 MXS Maintenance Flight Chief will assume the duties and responsibilities. The responding team composition (See [Attachment 2](#)) will respond to the site only at the direction of the 88 MSG/LGRMT. Responsibilities will include providing technical expertise, technical data, Mission Design Series (MDS) unique tools/special equipment, and airframe/system familiarization, as required.

2.5. The 445 AW Aerospace Repair Section Chief will develop an emergency recall/mobilization roster identifying recovery team members outside of normal operating hours. A copy of the recall/mobilization roster will be on file in the Maintenance Operations Center (MOC) to be utilized in the event an accident/mishap would occur during non-duty hours.

2.6. The 445 AW Aerospace Repair Section Chief will be responsible for training, recovery, participating in host training exercises, equipment inventories, various hazards (i.e., depleted uranium, hydraulic fluids, fuels, composites, etc.), special equipment qualifications (i.e., tugs, cranes, etc.), and proper personnel protective equipment (PPE) related to recovering crashed/disabled aircraft to ensure proficiency in the CDDAR program. All team members will be qualified in basic crash/damaged aircraft recovery operations. This will include indoctrination as to the necessity and importance of preserving all components of the wreckage whenever possible IAW AFI 91-204, *Safety Investigations and Reports*. All training will be documented IAW AFI 21-101, *Aerospace Equipment Maintenance Management*, AFRCI 21-101, *Aircraft Maintenance Guide and Procedures*, and AFI 36-2201, V3, *Air Force Training Program On The Job Training Administration*.

2.7. The 445 AW Aerospace Repair Section Chief will be responsible for reviewing and providing inputs to support agreements and base disaster response plans annually.

2.8. CDDAR team chief will coordinate with the MGQ weight and balance manager when weight and center of gravity conditions are unknown.

3. Procedures:

3.1. The 445 AW Command Post or Supervisor of Flying will be notified via the base crash net of aircraft accidents/mishaps. All accident/mishap procedures will be IAW WPAFB OPLAN 32-1, *Wright-Patterson Air Force Base Disaster Preparedness Operations Plan*, WPAFB OPLAN 91-204, and 445 AW PLAN 91-204, *Aircraft Mishap Response and Investigation Plan*. The 445 AW/CP will notify the MOC of the accident/mishap immediately. Request/Notification for 445 AW CDDAR assistance being required will come from the 88 MSG/LGRMT or OSC for any/all aircraft accident/mishaps. 445 AW/CP will inquire to the assistance required i.e., flare safety, landing gear safety, technical assistance, or other requested item and response area requirement. 445 AW/CP will notify MOC for any request/notifications of 445 AW CDDAR assistance.

3.2. The MOC upon notification of an aircraft accident/mishap will immediately notify the CDDAR team chief and inform the 445 MXG/CC, 445 MXS/CC, 445 MOF Superintendent, 445 AMXS Superintendent, 445 MXS Superintendent, 445 MXS/MGMS, 445 MXG/MGQ, and 445 AMXS Production Superintendent. MOC will initiate local check sheet 3-1 (Aircraft Accident/Mishap) and 3-14 (Crash Recovery). All radio nets will be notified of the aircraft accident/mishap. Aircraft identifica-

tion, personnel involved, possible reasons for accident/mishap will not be discussed on an open network utilizing radio nets. MOC and CDDAR team will utilize "C" net during these responses to reduce radio traffic.

3.3. When notified by MOC the CDDAR team chief will begin the notification process in assembling the CDDAR team members. All personnel during normal duty hours will respond immediately to Hangar 4026, Aerospace Repair Shop. During non-duty hours all CDDAR team members will respond within one-hour upon notification. CDDAR team chief can request additional support of other maintenance personnel, when needed, by contacting the MOC.

3.4. CDDAR team chief and/or team upon arrival will coordinate with the 88 MSG/LGRMT or OSC and assist with all crash recovery or disabled aircraft actions required in providing technical assistance and/or other support needed. CDDAR team chief will provide updates to the MOC as warranted or directed on all crash recovery or disabled aircraft actions.

HANFERD J. MOEN, JR, Brig Gen, USAFR
Commander

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

AFPD 21-1, Managing Aerospace Equipment Maintenance

AFI 21-101, Aerospace Equipment Maintenance Management

AFI 36-2201 V3, Air Force Training Program On The Job Training Administration

AFI 91-204, Safety Investigations and Reports

AFMAN 32-4004, Emergency Response Operations

AFRCI 21-101, Aircraft Maintenance Guidance and Procedures

WPAFB OPLAN 32-1, Wright-Patterson Air Force Base Disaster Preparedness Operations Plan

WPAFB OPLAN 91-204, Aircraft Mishap Investigation

445 AW PLAN 91-204, Aircraft Mishap Response and Investigation Plan

Host Tenant Support Agreement, Support Agreement Number FB2300-03118-0011

Attachment 2**CRASH, DAMAGED OR DISABLED AIRCRAFT REPAIR (CDDAR) TEAM COMPOSITION**

<u>WORKCENTER</u>	<u># OF PERSONNEL</u>
MXS/MGMSA (Team Chief)	1
MXS/MGMSD (ISO)	2
MXS/MGMAE (ELEN)	1
AMXS/MGGA (C/C)	2
MXS/MGMSA (Aero-Repair)	5
MXS/MGMAF (FUELS)	2
AMXS/MGGBA (HYD)	2
MXS/MGMPE (JETS)	1
MXS/MGMFS (STRU)	3
MXS/MGMG (AGE)	2
MXS/MGMVC (COMM/NAV)	2
MXS/MGMVA (GUIDANCE CONTROL)	1
AMXS/MGGBA (ELEN)	1