

1 JUNE 2000

Maintenance

**CRASH-DAMAGED/DISABLED AIRCRAFT
RECOVERY**



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: 62 MXS/LGMT (Captain Crowner)
Supersedes 62 AWI 21-23, 14 January 1998

Certified by: 62 LG/CC (Col Toole)
Pages: 3
Distribution: F

This instruction establishes responsibilities, unit capabilities, and procedures necessary for crash-damaged/disabled aircraft recovery (CDDAR) in the McChord AFB area of responsibility to include all host and transient aircraft. All agencies involved with recovery operations will ensure compliance with this instruction to ensure a cooperative, coordinated response to CDDAR situations.

1. References: AMCI 21-101, Maintenance Management Policy, 62d Airlift Wing Contingency Action Plan, and 62 AW SPLAN 677, Mishap Response Plan.

2. Procedures: In the event of a crashed or disabled aircraft mishap, all affected agencies must ensure compliance with the following:

2.1. Notification and Crash Recovery Team (CRT) assembly:

2.1.1. Maintenance Aircraft Coordination Center (MACC) will immediately notify the 62d Maintenance Squadron (62 MXS) Production Superintendent, call sign MIKE 2, that an accident has occurred or is imminent with aircraft type, nature of problem, and location of aircraft.

2.1.2. MIKE 2 will notify 62 MXS Maintenance Supervision (62 MXS/LGM), the Crash Recovery Officer (CRO), and Crash Recovery Supervisor (CRS), using a current crash recovery training roster.

2.1.3. The CRS will assemble the Crash Recovery Team (CRT) at a designated meeting area, brief known facts, and will contact the 62d Transportation Squadron (62 TRANS) vehicle dispatch office to provide a vehicle with a driver capable of moving the 53-foot crash recovery trailer. The CRT will ride in a designated multi-stop vehicle to the crash recovery trailer, prepare for dispatch to accident site, and await further guidance from the CRO. Team members should initiate crash

recovery checklists and reread applicable instructions and technical orders while awaiting guidance.

2.2. Performance of Crash Recovery Actions:

2.2.1. 62d Aircraft Generation Squadron (62 AGS) will provide emergency tow response in the event an aircraft without structural damage needs to be towed or removed from the active runway, to include blown or flat tires and in-flight emergency situations.

2.2.2. For incidents requiring crash recovery operations, the CRO will report to the on-scene commander (OSC) and await clearance to perform crash recovery actions. The CRO will brief-CRT on the situation, required actions, and safety hazards, will complete all items on Crash Recovery and Accident Procedure Checklist (Attachment 1), and will monitor the designated crash net.

2.2.3. Once the CRT is cleared to enter the crash site, the CRS will assign CRT members to survey the site, and will formulate a plan to conduct the recovery operation. The CRS will make a list of all necessary equipment, notify the CRO of any equipment shortfalls, and proceed with the recovery plan with concurrence of the OSC. The CRS will monitor the designated crash net for the duration of the crash recovery process and follow the CRT Crash Recovery and Accident Procedure Checklist (Attachment 2).

2.2.4. The 62d Civil Engineering Squadron (62 CES) will provide any heavy equipment and operators, such as bulldozers or dump trucks, as required by the CRT. 62 CES will also provide guidance regarding fire safety.

2.2.5. A maintenance representative from the aircraft's owning organization will provide technical advice relative to safety and environmental hazards, crew chief, and/or specialist support as required.

3. Responsibilities: To ensure preparedness for crash recovery operations, all affected agencies must ensure compliance with the following:

3.1. Equipment Preparedness:

3.1.1. 62 MXS Maintenance Flight (62 MXS/LGMT) will:

3.1.1.1. Maintain a crash recovery trailer with an adequate inventory of specialized crash recovery tools, sufficient equipment, and current technical orders to meet all expected crash recovery operations. The inventory is maintained and updated by the CDDAR NCOIC in 62 MXS/LGMT. Inventory and inspect the trailer and equipment annually. See Attachment 4. Ensure the trailer is parked in an unblocked designated area and notify by letter the following organizations of the trailer's current location: 62 MXS Production Superintendent (MIKE 2), 62 TRANS, and MACC.

3.1.2. 62 TRANS will provide a qualified driver and a vehicle capable of moving the 53-foot crash recovery trailer.

3.2. Training:

3.2.1. 62 MXS Maintenance Supervisor will:

3.2.1.1. Maintain a current Crash Recovery lesson plan and training program. See Attachment

3.

3.2.1.2. Assign an adequate number of officers and senior NCOs to be trained as CROs and CRSs. The Maintenance Flight Commander will be the primary CRO, and the Aero Repair Section Chief will be the primary Crash Recovery Supervisor.

3.2.1.3. Ensure a Crash Recovery Team is assembled in conjunction with a base Major Accident Response exercises (MARE), even when not required, to discuss probable scenarios and appropriate crash recovery actions.

3.2.2. 62 MXS/LGMT will assign a CDDAR NCOIC, who will:

3.2.2.1. Publish a training schedule through the 62d Logistics Support Squadron Training office (62 LSS/LGLT). Classes will be conducted the first Friday of each month from 0800 – 1200 in the Block Training classroom, on the southwest corner of Hangar 1. The training schedule will be published semi-annually in January and May, and students will sign up for the course through 62 LSS/LGLT.

3.2.2.2. Conduct a comprehensive crash recovery training program for a minimum of 50% of 62 MXS hydraulic, electro-environmental, structural repair, and airframe general technicians; all CROs will be trained. Following initial training, refresher classes will be conducted annually. The CDDAR NCOIC will maintain training rosters and will update training in an automated training database upon completion of training.

3.2.2.3. Ensure MIKE 2 receives an updated copy of qualified crash recovery personnel monthly.

3.2.2.4. Maintain a continuity binder containing; at a minimum, Crash Recovery Officer and Supervisor checklists, Events Log, and an aero-repair section recall roster.

3.2.3. 62 AGS will:

3.2.3.1. Ensure that 50% of their hydraulic and electro-environmental technicians maintain current crash recovery qualifications. Ensure that their personnel remain qualified in rapid removal of aircraft from the active runway or any place that may be a hazard to other aircraft on the flightline.

3.2.3.2. Ensure 62 MXS/LGMT receives an updated copy of qualified AGS crash recovery personnel monthly.

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