Disabled Aircraft Recovery

Doncaster Sheffield Airport
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## Manual Holders

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>1. Master</td>
<td>Head of Operations.</td>
<td>DSA</td>
<td>01302 625600</td>
</tr>
<tr>
<td>2. E-Copy</td>
<td>DSA Intranet</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
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<td>4.</td>
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</tbody>
</table>
Amendments

This Aircraft Recovery Manual will be reviewed and amended annually and after every aircraft recovery operation. It is the Airports responsibility to distribute the amendments to the manual holders. The following tables are provided to keep a record of such amendments.

<table>
<thead>
<tr>
<th>No.</th>
<th>Date Applicable</th>
<th>Date Entered</th>
<th>Entered By</th>
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<tr>
<td>1</td>
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<td>Reviewed</td>
<td>Stn/O Mills</td>
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<td>Stn/O Mills</td>
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<tr>
<td>3</td>
<td>1st Aug 15</td>
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<td>DSM Mills</td>
</tr>
<tr>
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<td>1st Aug 16</td>
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<td>DSM Mills</td>
</tr>
<tr>
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<td>1st Aug 17</td>
<td>Reviewed</td>
<td>DSM Mills</td>
</tr>
<tr>
<td>6</td>
<td>1st Aug 18</td>
<td>Reviewed</td>
<td>DSM Mills</td>
</tr>
<tr>
<td>7</td>
<td>1st July 19</td>
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</table>
Foreword

This Disabled Aircraft Recovery plan has been prepared by, Doncaster Sheffield Airport (DSA) to aid the Airport, the aircraft operator and/or aircraft recovery crews in recovering a disabled aircraft from the airfield.

This disabled aircraft recovery plan assumes that an emergency situation does not exist. That is, the emergency has either been resolved or that the nature of the incident did not warrant an emergency to be declared. It also assumes that all passengers and crew have been removed from the aircraft.

No aircraft recovery operation will be the same because, among other reasons:

- The accident or the incident itself
- The location of the aircraft
- The amount of aid that is available locally
- The type/size of aircraft
- The weather conditions

It is impossible to plan for each circumstance; an individual plan must be developed for each recovery operation. The intent of this manual, therefore, is to simply guide the recovery and provide information that will be of assistance. It is the hope of the Airport that having this collection of information prepared will expedite the operation of recovering a disabled aircraft.

The airport will review and update the information in this manual at least annually and after every aircraft recovery operation.
PART I: PREPARATION & PLANNING

Disabled Aircraft Recovery

DSA
1.1 Introduction

The first part of the Aircraft Recovery Manual, Planning and Preparation, identifies information that will be critical to recovery operations at the airport. The part begins by giving the contact information for the airport’s insurance provider and the airport’s legal representation. The next section is a site analysis that looks at the physical nature of the airport; this includes access routes to the airport. This part also provides equipment that is located on or in the vicinity of the airport that will be available for recovering a disabled aircraft. Finally, the arrangements for defueling an aircraft are outlined.
1.2 Insurance & Legal

In the event that a disabled aircraft recovery operation needs to be undertaken, the airport’s insurance provider and legal representation will need to be contacted.

<table>
<thead>
<tr>
<th>(Insurance Peel Dome Contact)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contact Person</td>
</tr>
<tr>
<td>Number</td>
</tr>
<tr>
<td>Email</td>
</tr>
<tr>
<td>Fax</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(Legal Representation)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contact Person</td>
</tr>
<tr>
<td>Number</td>
</tr>
<tr>
<td>Email</td>
</tr>
<tr>
<td>Fax</td>
</tr>
</tbody>
</table>
1.3 Site Analysis
1.3.1 Airport Access Routes

- Location of the airport makes it easily accessible for heavy plant machinery.
- Normal access to airport is through CP1 off First Avenue, DN 9 3RH
- Additional areas of the airfield can be accessed by Emergency access gates, once agreed with the Airport Coordinator.
1.4 Equipment

1.4.1 On – Airport Equipment

The following airport departments and tenants have equipment that is available on the airport to assist with disabled Aircraft Recovery Operation:

- DSA Engineering
- Swissport
- Consort Aviation
- Doncaster Citation Service Center
- 2 Excel

The Rescue and Firefighting Service (RFFS) have specialist Rescue Tools to include Air bags, Hydraulic RAMS and cutting equipment if required.

1.4.2 Off-Site Equipment

- Emsley Crane Higher
1.5 Heavy Duty Equipment Operators

The following companies have the resources necessary to remove/lift aircraft.

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Emsley Crane Higher</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contact Information</td>
<td>01302 886995</td>
</tr>
<tr>
<td>Details</td>
<td>Heavy lift cranes</td>
</tr>
</tbody>
</table>
**1.6 Methods of Recovery**

Disabled aircraft recovery once approved by the AAIB and from the airliner operator/owner, or at such time declared by the airport that for business continuity the disabled aircraft must be removed. A 3\textsuperscript{rd} party will be used for complex operations.

For small aircraft types, where reasonable and practicable utilizing partners on site as detailed earlier in the manual, aircraft recovery will take place using the following pieces of equipment.

Aircraft Tugs, Various Aircraft Tow bars, Tractors, Trailers, Fork Lifts and RFFS rescue equipment.

**1.7 Fuel Removal**

The following company has been contacted and is not able to defuel a disabled aircraft due to the possibility of fuel contamination. The contact name and number are our on-site refuellers, who will provide a 3\textsuperscript{rd} party specialist in hazardous waste for defuel disposal if required.

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Menzies Aviation (ASIG) Limited</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contact Information</td>
<td>Stephen Williams</td>
</tr>
<tr>
<td>Details</td>
<td>01302 625170</td>
</tr>
</tbody>
</table>

When contacting the defueling service provide them with the following information:

- Amount of fuel on board the disabled aircraft
- Any difficulties that may be encountered while accessing the aircraft
- If there are other hazardous materials on board
PART II: AIRCRAFT RECOVERY PLAN

Disabled Aircraft Recovery

DSA
2.1 Introduction

Part two of the Aircraft Recovery Manual is the Aircraft Recovery Plan. This part outlines roles, responsibilities and actions to be taken by various agencies. The part begins by outlining the procedures to follow in regards to investigating the incident/accident. It then discusses who the responsibility lies with for the removal of the aircraft. Following this, the Airport Coordinator of Disabled Aircraft Removal Operations is identified. The next section of Part two outlines the actions that are to be undertaken during a recovery operation by the aircraft operator and the airport. Arrangements for securing the incident/accident site is outlined next which is followed by details on cost management procedures. Finally, an outline regarding media releases is presented followed by the operational debriefing procedures.
2.2 Investigation

The Airport will cooperate to the full extent possible with any accident or incident investigation conducted by the applicable safety board. The safety board must authorize the removal of the aircraft before the recovery operation can begin.

2.2.1 Reporting

When a reportable aviation accident or incident occurs it must be reported to the Air Accidents Investigation Branch (AAIB). This responsibility lies with the aircraft pilot or operator. The airport, however, should confirm with the aircraft pilot/operator that a report was indeed made. If the aircraft pilot/operator is unable, a report may be filed by the airport or air traffic service unit.

<table>
<thead>
<tr>
<th>Safety Board Regional Office¹:</th>
<th>Location</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAIB Farnborough</td>
<td></td>
<td>Tel: 01252 510300. Email <a href="mailto:enquiries@aaib.gov.uk">enquiries@aaib.gov.uk</a>. Fax: 01252 376999.</td>
</tr>
</tbody>
</table>
2.2.2 Preservation of Evidence

The Airport will cooperate in regards to preserving evidence related to an accident or incident, but this responsibility officially lies with the aircraft pilot/operator. The airport’s cooperation may include documenting the scene by notes and/or photographs.

2.2.3 Urgent removal

In exceptional circumstances, where safety of other aircraft is paramount the disabled aircraft should be removed as quickly as possible. If the aircraft or parts thereof must be moved prior to completion of the investigation, it is important that such an operation not be carried out until:

a) Permission is granted from the AAIB
b) Photographs are taken;

c) The location and position of all major components are marked on the ground; and
d) A diagram of the accident site including ground impact marks.
2.3 Responsibility & Liability

In the event of a disabled aircraft situation the aircraft operator will be held responsible for the removal of the aircraft from the airfield (as per ICAO regulations\(^2\)). If the aircraft operator fails to remove the aircraft in a timely manner, as determined by the Airport, control of the operation will be assumed by the Airport. If the recovery operation is too complex, dangerous or otherwise unreasonable for the airport to undertake in-house, as determined by the Airport Coordinator of Disabled Aircraft Removal Operations, a third party recovery company will be contracted to complete the operation. The aircraft operator will be held liable for all expenses incurred.

The airport must consult with its insurer/legal team and the aircraft insurer if the airport undertakes the aircraft recovery. Written permission or a “hold harmless” document should be signed by the aircraft operator prior to commencing the work. This agreement will absolve the airport of liability for any secondary damage caused to the aircraft during recovery.
### 2.4 Actions Required by Main Responsible Parties

#### 2.4.1 Aircraft Operator

The aircraft operator should, among other things:

<table>
<thead>
<tr>
<th>Required Action</th>
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<tbody>
<tr>
<td>∙ Implement the aircraft operator’s recovery plan for such an emergency</td>
</tr>
<tr>
<td>∙ Meet with the Airport Coordinator, aircraft accident investigation authority and other parties, as necessary, to develop a comprehensive plan for the removal of the aircraft</td>
</tr>
<tr>
<td>∙ Arrange for portable stairs and removal of mail, baggage and cargo; it being understood that authority to remove these items must be secured from the aircraft accident investigation authority</td>
</tr>
<tr>
<td>∙ Designate one representative with the authority to make all technical decisions necessary to remove the aircraft; have this person report to the airport Emergency Operations Centre (if applicable)</td>
</tr>
<tr>
<td>∙ Decide on the need for consultation with aircraft airframe and engine manufacturers, or other aircraft operator representatives experienced in such accidents</td>
</tr>
<tr>
<td>∙ Designate a representative to answer questions from the press and to issue press releases as may be appropriate</td>
</tr>
<tr>
<td>∙ Participate in the removal operation debriefing</td>
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### 2.4.2 Airport

The following duties will be delegated by the Airport Coordinator/Incident Commander.

The Airport should, among other things:

<table>
<thead>
<tr>
<th>Required Action</th>
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<tbody>
<tr>
<td>o Provide for rescue and fire fighting vehicles, if necessary</td>
</tr>
<tr>
<td>o Name the Airport Coordinator of Disabled Aircraft Removal Operations (See 2.5)</td>
</tr>
<tr>
<td>o Maintain a chronological summary of the removal operation</td>
</tr>
<tr>
<td>o Determine any obstacles in accordance with the locally used clearance criteria (ICAO clearance criteria or AAIB) and, as a result, consider whether any section of the movement area should be closed; issue NOTAMs as appropriate</td>
</tr>
<tr>
<td>o Meet with the aircraft operator representative, aircraft accident investigation authority, air traffic service unit, heavy equipment contractors and other parties as necessary, to discuss the most appropriate removal operation and agree upon a broad plan of action. This should cover the following points:</td>
</tr>
<tr>
<td>1. Any safety concerns associated with the operation;</td>
</tr>
<tr>
<td>2. Continuation of aircraft operations, when possible;</td>
</tr>
<tr>
<td>3. Escort routes between aircraft operator’s area and accident site;</td>
</tr>
<tr>
<td>4. Defueling to lighten the mass of the aircraft;</td>
</tr>
<tr>
<td>5. Requirements and availability of equipment for removal of</td>
</tr>
</tbody>
</table>
6. Aircraft;
7. Use of airport and aircraft operator’s equipment;
8. Dispatch of aircraft operator ancillary support devices to Scene;
9. Weather conditions;
10. Lighting of the site; and
11. Contingency plan, should difficulties develop in the initial plan;
12. Prepare a detailed, consistent media plan (See 2.6)

- Provide for security of the accident site
- Establish a removal command post at the site, if considered necessary
- Coordinate with the aircraft accident investigation authority on measures to be taken before the aircraft removal operation is initiated
- Ensure all safety regulations are adhered to
- Monitor cost to airport of recovery operation (See 2.8)
- Facilitate the on-site resources to recover the aircraft and minimize the impact of the disabled aircraft on the operation of the airport
- Provide advance vehicles and personnel to escort airline equipment to the site
- Supervise airport personnel and equipment assigned to the removal operation
- Where excavations are necessary, check with the appropriate airport maintenance services for underground utilities
- Report further penetrations of the obstacle limitation surfaces due to maneuvering of cranes or other equipment during the lifting of the aircraft
- Have photographs of the removal operation taken where possible
- Monitor weather forecasts
- Provide progress updates to any concerned parties
- Inspect all areas prior to resumption of normal aircraft operations
- Convene removal operation debriefing of all interested parties
- Review and amend the disabled Aircraft Recovery Manual
2.5 Airport Coordinator of Disabled Aircraft Removal Operations

As per ICAO the airport has designated an individual to be responsible for acting on behalf of the Airport in all matters related to an aircraft recovery operation. This person is encouraged to seek advice from all available resources when making decisions regarding the operation. These resources include, but are not limited to, the aircraft operator, aircraft manufacturer, insurer of aircraft, and any aircraft recovery experts.

The Head of Operations / Fire Service manager / Operations Manager will be designated as the Airport Coordinator of Disabled Aircraft Removal Operations (the “Coordinator” or the “Airport Coordinator”).

The Coordinator should be notified immediately upon the occurrence of a disabled aircraft on the airfield. If off-site, the Coordinator will proceed to the Airport as soon as practicable.

<table>
<thead>
<tr>
<th>Name/Title</th>
<th>Tony Lonsdale  Head of Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>01302 625600</td>
</tr>
<tr>
<td>Email</td>
<td><a href="mailto:tlonsdale@flydas.co.uk">tlonsdale@flydas.co.uk</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name/Title</th>
<th>Dave Monk  Fire Service Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>01302 625609</td>
</tr>
<tr>
<td>Email</td>
<td><a href="mailto:dmonk@flydsa.co.uk">dmonk@flydsa.co.uk</a></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Name/Title</th>
<th>Keith Moran  Operations Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>01302 801001</td>
</tr>
<tr>
<td>Email</td>
<td><a href="mailto:kmoran@flydsa.co.uk">kmoran@flydsa.co.uk</a></td>
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</table>
2.6 Media Releases

For all Media releases and matters relating to the press contact Marketing & Corporate Affairs Director: Kate Stow 07825006535.

2.7 Security of Incident/Accident Site

Security requirements will be assessed on a case-by-case basis by all responsible parties. If deemed necessary, it will be provided by the airport.

Security at the airport is provided by:

Securitas

For all matters relating to Security see below

<table>
<thead>
<tr>
<th>Operations Director / Head of Operations</th>
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<tbody>
<tr>
<td><strong>Contact Person</strong></td>
</tr>
<tr>
<td>Paul Staples/Tony Lonsdale</td>
</tr>
<tr>
<td><strong>Office</strong></td>
</tr>
<tr>
<td>01302 801032 - 01302 625600</td>
</tr>
<tr>
<td><strong>Mobile</strong></td>
</tr>
<tr>
<td>07741842963 - 07795527387</td>
</tr>
<tr>
<td><strong>Email</strong></td>
</tr>
<tr>
<td><a href="mailto:tlonsdale@flydas.co.uk">tlonsdale@flydas.co.uk</a></td>
</tr>
<tr>
<td><a href="mailto:pstaples@LiverpoolAirport.com">pstaples@LiverpoolAirport.com</a></td>
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</tbody>
</table>
The aircraft operator will be responsible for all costs associated to the incident/accident site security.

Cost Management

All costs to the airport of an aircraft recovery operation should be documented in the event that the airport wants to recover any or all costs from the aircraft operator. During a recovery operation the Head of Airfield Operations will be responsible for monitoring the costs to the airport. A cost tracking sheet should be used for this. A sample can be found in the appendices.

Expenses could include:

- Equipment rental
- Equipment damage
- Use of airport equipment
- Airport personnel wages
- Outside personnel wages
- Loss of business due to disruption
2.8 Debriefing

Once the aircraft recovery is complete, an operational debriefing will be held. This meeting will be chaired by the airport with an invitation extended to the aircraft operator to co-chair. The airport will provide the meeting room. The following parties are encouraged to attend the debriefing:

- Airport
- Aircraft operator involved
- Aircraft manufacturer (if appropriate)
- Aircraft insurer (if appropriate)
- Other aircraft operators at the airport
- Security providers
- Any outside equipment operators including the contracted aircraft recovery crew
- Any other party that contributed to the operation or may benefit from the operational debriefing.

This meeting will mainly consider:

- What parts of the operation worked well
- What parts of the operation need improvement
- Recommendations for improvement

Following the debriefing, the Airport will review this Aircraft Recovery Manual and make changes as necessary.
PART III: EXTERNAL RESOURCES

Disabled Aircraft Recovery

DSA
3.1 Introduction

Part three, External Resources, provides information on services and equipment available for hire. These service providers specialize in aircraft recovery and removal. The range of services offered include actual aircraft recovery, aircraft recovery training programs, recovery consultation, recovery operation site management and rental/sales of recovery equipment. There are numerous companies that offer a variety of recovery services; not every service provider is listed in this manual. The airport has researched many of these companies and included the ones best suited to aid the airport with a recovery operation. When choosing which companies to include in the manual, the airport considered, among others, the following factors:

- Location of company
- Size of aircraft the company is able to accommodate
- Equipment the company is able to provide
3.2 Aircraft Recovery Services/Equipment for Hire

3.2.1 Air Salvage International (ASI)
Contact 01285 771363 Mobile No 07768707787
Bradley Gregory
bgregory@airsalvage.co.uk
Location Hangar 1, Cotswold Airport, Cirencester, Glos GL7 6BA

3.2.2 Recovair
Contact: 01264 771288. Mobile No 07990585593 (24/7)
Tim Wakeman
Tim@recovair.co.uk
Locations: Cobham, Surrey & Hangar 4, Thruxton Airport, Thruxton

Notes
- Provides full aircraft recovery
3.2.3 Doncaster Citation Service Center

Contact: 01302 511047 mobile: 07887476192

Tim Hewitt: Maintenance Manager
Thewitt@txtav.com

Chad Lacy: General Manager mobile 07896068515
Clacy@txtav.com

Location: Doncaster Sheffield Airport

Notes

• Can accommodate up to Cessna/Business type A/C

Hours of Operation Mon to Sun 08:00hrs to 20:00hrs.

3.2.4 Emsley Crane Higher

Contact: 01302 886995

Peter Emsley
www.emsleycranehigher.co.uk

After Hours: 07702640709

Location: Doncaster South Yorkshire

Notes

• Offer full recovery service
3.3 IATP Aircraft Recovery Kits

The International Airline Technical Pool (IATP) is a group of airlines that share, among other things, aircraft recovery equipment. This equipment is available to both member airlines and non-member airlines (fees apply for non-member airlines). The IATP has strategically placed recovery kits around the world.

Contact details: www.iatp.com
3.4 Boeing Aircraft Recovery

3.4.1 Recovery Documents

Boeing creates airplane recovery documents specific to each model that specifies appropriate recovery tools and methods and address environmental concerns related to airplane recovery. These documents — which are revised for new airplane model derivatives and on an as-required basis for current models — are provided to the airline 90 days prior to its first airplane delivery. Boeing airplane recovery documents comply with the air Transport association (ATA) 100/2100 (digital) specification, which details information such as weight and cg management, preparation, weight reduction, leveling and lifting, moving the airplane, post-recovery, and special recovery tools. The 787 will conform to the new ATA iSpec 2200.

Boeing provides airplane recovery documents for each airplane type:

<table>
<thead>
<tr>
<th>Boeing Aircraft Type</th>
<th>Boeing Aircraft Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>707, 727, 737</td>
<td>DC-10-10</td>
</tr>
<tr>
<td>Next-generation 737</td>
<td>DC-10-30/40</td>
</tr>
<tr>
<td>747</td>
<td>MD-11</td>
</tr>
<tr>
<td>757</td>
<td>MD-90</td>
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<tr>
<td>767</td>
<td>717</td>
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<td>777</td>
<td>787</td>
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<tr>
<td>MD-80</td>
<td>747-8</td>
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3.4.2 Recovery Tools and Services

Boeing has designed special tools and equipment to support the lifting, stabilizing, moving, support, and general requirements associated with an airplane recovery operation. These tools include both single- and twin-aisle fuselage lifting/tethering slings and a main landing gear hoist assembly designed for the 777.
When requested by an airline, Boeing provides on-site comprehensive, integrated assistance to recover a disabled or damaged Boeing airplane wherever in the world it is located. Requests for such assistance are submitted to Boeing Field Service representatives.

Boeing recovery support includes diagnosis, repairs, logistics, parts procurement, certification issues, and other services as dictated by the specific recovery.

Boeing offers:

- On-site technical support to assist in the recovery of severely disabled or damaged airplane.
- On-site consultation on appropriate airplane recovery equipment and methods.
- On-site assistance in the use of airplane recovery documents that provide critical information such as lifting, tethering, transporting, and other data required to recover Boeing airplanes.
- Training on aircraft recovery and assisting airlines in establishing their own airplane recovery teams.

3.4.3 Field Services Representatives

<table>
<thead>
<tr>
<th>Base</th>
<th>Name</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>East midlands</td>
<td>D. Rockcastle</td>
<td>(44) 1-332-852-412</td>
</tr>
<tr>
<td>Manchester</td>
<td>J. Raispis</td>
<td>(44) 1-612-326-693</td>
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http://www.boeing.com/commercial/aeromagazine/aero_15/field.html#region1
If the Boeing Field Service representative cannot be reached, support is available at the following numbers 24 hours a day:

Rapid Response Center
Boeing-designed airplanes:
Phone: (206) 544 – 7555
Fax: (206) 544 – 9084

Technical Support Desk
Douglas-designed airplanes:
Phone: (562) 497 – 5801
Fax: (206) 544 – 0641

PART IV: APPENDICES
Disabled Aircraft Recovery

DSA
Appendix A: Disabled Aircraft Removal Report Form
1. One of the most important tasks of aircraft removal incidents is the recording of data; therefore, it is suggested that some proforma be used for this purpose. An aircraft removal report form, with suggested contents, is shown below.

2. This form is designed for use by the aerodrome and/or aircraft operator to record information arising from the removal of a disabled aircraft. It does not replace any forms required by national regulations pertaining to the notification of an aircraft accident/incident in accordance with Annex 13 — Aircraft Accident and Incident Investigation.

Aircraft Removal Report Form

Operator: ____________________________________________

Date of accident/incident: ____________________________ Time: ____________________________

Aerodrome: ________________________________________

Aircraft type including dash number: __________________

Aircraft registration: ________________________________

Part 1

a) Provide pictorial description of accident/incident showing plan view of aerodrome, buildings, runways and positions of all obstacles encountered during the incident.

b) Provide approximate location, trajectory of aircraft and final attitude of aircraft following incident.

c) Provide supporting photos, diagrams, etc.

Part 2

Provide a detailed written description of the accident/incident. Provide additional photos and diagrams, where necessary.
Part 3

Provide information on ground conditions and depths of wheel ruts. Provide supporting photos, diagrams, etc.

Part 4

Provide a diagram or photo of all nose-gear and main gear wheels. Identify which wheels are off the hard surface by circling the wheel.

Part 5

Provide wind direction and speed at time of accident/incident and at various intervals during the recovery process.

Example:

![10 mph](image)

Part 6

a) Approximate aircraft weight: _______________________________________________________

b) Aircraft centre of gravity: ________ distance from datum or _________ per cent of mean aerodynamic chord (MAC)

c) Flight phase of aircraft at time of accident/incident (check appropriate phase): ________________________________

- [ ] taxiing/manoeuvering  - [ ] take-off  - [ ] landing  - [ ] towing

d) Distance traversed off runway: _______________________________________________________

e) Runway/taxiway surface condition (check box or specify as appropriate):

- [ ] dry  - [ ] wet  - [ ] snow  - [ ] ice  - [ ] other: ___________________________

f) Off-runway surface nature and conditions (check box or specify as appropriate):

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<tr>
<td>i</td>
<td>Type of ground:</td>
</tr>
<tr>
<td></td>
<td>- [ ] sand  - [ ] clay  - [ ] stone  - [ ] other: ___________________________</td>
</tr>
</tbody>
</table>
ii) Nature of surface:  □ flat  □ sloped

iii) Condition of ground:
□ dry  □ wet  □ snow  □ ice
□ hard  □ soft  □ other: ______________________

iv) Provide details of weather conditions at time of accident/incident:
________________________________________
________________________________________
________________________________________
________________________________________

v) Visibility:  □ day  □ night  □ clear  □ reduced

vi) List obstacles traversed:
________________________________________
________________________________________
________________________________________
________________________________________

ɡ) Resting attitude of aircraft off runway (check appropriate box):

Roll_____ (degrees)  □ to port  □ to starboard
Roll_____ (degrees)  □ nose down  □ nose up

Part 7

Provide full details of the recovery or debugging including all loads imposed.

________________________________________