



TUCSON INTERNATIONAL AIRPORT (TUS)  
**DISABLED AIRCRAFT**  
**RECOVERY PLAN**

## TUCSON INTERNATIONAL AIRPORT (TUS) DISABLED AIRCRAFT RECOVERY PLAN

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**REVISION INDEX**

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1	10/31/13	All	Comprehensive Update

# TUCSON INTERNATIONAL AIRPORT (TUS) DISABLED AIRCRAFT RECOVERY PLAN

## 1.0 DISABLED AIRCRAFT RECOVERY PLAN OVERVIEW

### 1.1 Overview

Rapid removal of disabled aircraft from the runways and taxiways is essential to airport operations. This Disabled Aircraft Removal Plan (DARP) summarizes the functions and responsibilities of the different airport departments and other entities that may be involved with the removal of a disabled aircraft. The Tucson Airport Authority (TAA), certificated operator of Tucson International Airport (TUS) developed this document.

Comments and/or recommended changes should be directed to:

Tucson Airport Authority  
Airside Operations Department  
7005 S. Plumer Ave.  
Tucson, AZ 85756

Phone: 520.573.8190

The possibility of disabled aircraft disrupting normal aircraft traffic at Tucson International Airport (TUS) is of great concern. To ensure an efficient operation and to address these concerns, the TAA developed the DARP, which outlines the following:

- Types of Incident/Emergencies.
- National Incident Management (NIMS) / Incident Command Structure (ICS) protocols.
- Disabled Aircraft Recovery protocols.
- Identification of the type of recovery equipment available, the location of recovery equipment, and procedures for requesting usage of recovery equipment.
- Responsibilities and procedures to be used by the respective federal agencies, airlines, Fixed Based Operators (FBOs) and the TAA during recovery operations.

The DARP is intended to be used by aircraft recovery crews. The actions described in this plan are intended as guidelines only as to how aircraft recovery efforts should be performed. Any omission of a task or an action, or omission to a task or action, shall not be interpreted as an admission of liability by the TAA.

It is important to note that no procedures or actions described in the DARP will interfere with or take precedence over the Airport Emergency Plan (AEP).

Pre-planning, quick response, and awareness of available equipment can effectively reduce the time necessary to remove a disabled aircraft from the airport operational areas. Each owner, operator or airline should have a Disabled Aircraft Recovery Plan, which will complement the TAA DARP.

Basic plans should, at a minimum, include the following:

- Guidelines for the fast removal of a disabled aircraft from the airport operational areas, as well as the time necessary to prevent secondary damage to the aircraft.
- The type and location of heavy or specialized equipment and the time necessary for the equipment to arrive at the airport. Equipment to defuel the aircraft must be available, and able to be used in all areas.
- Sources of personnel with different skills, ranging from laborers to aircraft mechanics.
- The requirements for food, clothes and shelter for the recovery crew.
- Flexible procedures for communications, security and safety for the disabled aircraft recovery operation that is correct for the site.
- An active inventory of local salvage equipment that is available to the airport.
- Release of Liability from the owner/operator before the contractor or FBO can move a disabled aircraft.

## 2.0 AIRCRAFT INCIDENTS/ACCIDENTS

An aircraft incident/accident that occurs on the airfield during landing, takeoff, or taxi operations can usually be separated into two (2) specific emergency and recovery phases:

### 1. Emergency Phase

This phase begins at first notification of possible emergency. The initial response includes TAA Aircraft Rescue and Fire Fighting (ARFF), who respond to the event, establish Incident Command, assess the situation, and perform life safety rescue efforts and fire suppression efforts, as required. (Refer to Tucson Airport Authority Airport Emergency Plan (AEP) for details.)

### 2. Recovery Phase

This phase begins when the Incident Commander (IC) has determined that all persons have been rescued and the aircraft is safe, and when the National Transportation Safety Board (NTSB) has been notified, and assumes custody of the aircraft or releases the aircraft for removal. The procedures from this point forward are the subject of this plan.

Each emergency event is unique because:

- Type of aircraft involved
- Time of day
- Type of incident/accident
- Location of the aircraft
- Potential injuries to pilot/passengers
- Amount of aid that may be required
- Number of persons available to assist in the recovery effort
- Weather conditions when the incident/accident occurred
- The effects of the weather before and after the recovery operation

## **3.0 TAA EMERGENCY RESPONSE AND RECOVERY PROTOCOLS**

The TAA adheres to the protocols established under the National Incident Management System (NIMS) and uses the Incident Command Structure (ICS) to manage all emergency events, regardless of size, type and duration. That said the special circumstances associated with a disabled aircraft recovery effort make it necessary to activate the ICS system, establish Incident Command and designate an Incident Commander (IC). TAA Fire Department, TAA Airside Operations, TAA Police Department, and TAA Maintenance Department personnel will assist as needed and fulfill all required responsibilities as outlined in the Airport Emergency Plan.

### **3.1 Response Protocols**

#### **3.1.1 TAA Airport Communications Center (ACC)**

The responsibility of the Airport Communications Center (ACC) is to:

1. Notify appropriate personnel to respond.
2. Issue a Situational Awareness Group (SAG) alert(s).
3. Open WebEOC and send out any additional alerts, as needed.
4. Remain in contact with the IC at all times.

#### **3.1.2 TAA Fire Department**

The initial responsibility of TAA Fire is to:

1. Contact Air Traffic Control Tower (ATCT) to verify the location of incident.
2. Initiate Incident Command System protocols and designate Incident Commander (IC).
3. Extinguish all fire and provide a safe environment for all subsequent operations in and around the aircraft.
4. Rescue trapped or incapacitated passengers, as needed.

5. Maintain fire stand-by and adequate foam blanket on spilled or leaking fuel.
6. Contact TAA Airside Operations for any necessary runway/taxiway closure(s) (NOTAMs), and to contact towing contractor.
7. Instruct TAA Police or TAA Airside Operations to contact NTSB, if required.
8. Coordinate with TAA Airside Operations to reopen the runway/taxiway (cancel NOTAMs) upon completion of aircraft removal and runway inspection.
9. Provide assistance to aircraft removal personnel (TAA Airside Operations, TAA Police, and TAA Airfield Maintenance, FBO, or Towing contractor).

### **3.1.3 TAA Airside Operations**

The initial responsibility of the TAA Airside Operations is to:

1. Respond upon notification by Airport Communications Center (ACC).
2. Contact the ATCT to close the runway/taxiway, issue any NOTAMs required.
3. Make contact with the IC.
4. After TAA Fire has deemed the incident is no longer a fire emergency or rescue operation, accept transfer of IC to proceed with a recovery operation.
5. Contact the NTSB, if this task has not already been performed, before moving aircraft.
6. Accomplish all other functions as detailed in the Airport Emergency Plan (AEP).
7. Coordinate the tow operation, and have aircraft towed to an FBO (if aircraft is able to be towed).
8. Escort the FBO/Airline and/or towing company to the scene.



9. Perform a Special Inspection (Foreign Object Debris (FOD) inspection or damage inspection) on affected runway/taxiway; contact TAA Airfield Maintenance for FOD removal or repairs, as necessary.
10. After the scene is cleared and the runway/taxiway has been cleaned and repaired, TAA Airside Operations will contact the ATCT to reopen the area, and cancel any NOTAMs that have been issued.

#### **3.1.4 TAA Police Department**

The initial responsibility of TAA Police is to:

1. Make contact with the Air Traffic Control Tower (ATCT) to obtain the exact location of incident.
2. Respond to the scene, and enter only after the IC has declared the scene safe.
3. The TAA Police Officer In-charge will join the IC at the Command Post.
4. When the IC deems the scene safe, TAA Police may commence investigation.
5. Coordinate with the IC to contact the NTSB (if TAA Airside Operations has not already made contact with the NTSB).
6. Provide scene security and perimeter control.
7. Direct and escort mutual aid agencies to scene, as necessary.
8. Transport aircraft passengers to specific on-field locations, as necessary.
9. Perform all law enforcement activities, as needed.

### 3.1.5 TAA Airfield Maintenance Department

The initial responsibility of TAA Airfield Maintenance is to:

1. Report to the Incident Commander (IC) for information or direction.
2. Assist TAA Airside Operations with the necessary escorts, i.e., emergency equipment, FBO and/or the towing contractor.
3. As directed, address runway/taxiway FOD removal and repair.

#### NOTE

**Control of the Movement Area may be transferred between authorized TAA departments, as needed.**

## 3.2 [Recovery Protocols](#)

Disabled aircraft removal is necessary to return the airport back to normal operating conditions. The following outlines the general aircraft recovery protocols:

### 3.2.1 [Pilot/Aircraft Owner](#)

The pilot or aircraft owner is responsible for the immediate removal and/or disposal of the disabled aircraft. This will be accomplished in coordination with the TAA Incident Commander (IC) or his or her designee. In the event of the owner's failure or inability to comply with such direction, the IC or his or her designee may authorize the removal of the disabled aircraft, and parts, at the operator's expense.

### 3.2.2 [Airlines](#)

Each airline company should have a Disabled Aircraft Recovery Plan that outlines the airline's general approach to aircraft recovery efforts; and, designate one official as the "Recovery Official," who has the authority to make all decisions (technical and financial) necessary to recover the aircraft.

1. The company's Recovery Official will meet with the IC and NTSB Investigator to develop a comprehensive plan for the removal of the aircraft.
2. Consultation with aircraft, airframe, or engine manufacturers should be considered.
3. Each airline should have all required company facilities, including personnel and equipment, made available to him.
4. The respective airline should arrange for portable stairs and removal of mail, baggage, and cargo. Authority to remove these items must first be secured from the NTSB Investigator.
5. Shift change of personnel and commissary provisions should be considered.
6. Following the initial accident, the media will be notified. During the recovery period, the Airline should have a representative available to answer any questions from the media.
7. The prompt removal of the aircraft and all costs associated with the recovery, including contractor charges, airline rental and service company equipment charges, airport property damage, etc., is the responsibility of the airline/aircraft owner involved.
8. The TAA will assist the respective airlines, as necessary.

### **3.3 National Transportation Safety Board (NTSB)**

The NTSB, a Federal agency, takes custody of the aircraft and its contents from the time the accident occurs until the completion of investigation or written release. In most cases, the NTSB will issue a Permission to Move the Aircraft to the operator/airline following the initial investigation of the accident. This permission to move allows the aircraft to be moved only from the location of the accident to a selected area for further investigation. The NTSB retains custody of the aircraft. Upon completion of its investigation, or as determined by the board, the NTSB will issue a Release of the Aircraft to the operator. This release permits the operator to move the aircraft as desired for repairs, etc.

1. Removal or recovery of the aircraft or parts cannot be initiated until clearance has been received from the principal Safety Board representative.
2. The Tucson Airport Authority's designee will meet with the NTSB investigators at the scene to discuss recovery plan(s).
3. Any time there is an aircraft accident the National Transportation Safety Board (NTSB) must be notified. The disabled aircraft removal process will be initiated when the NTSB provides the airport with authorization. If the aircraft is not being removed expeditiously, the TAA IC or his or her designee may order its removal at the expense of the aircraft owner or respective airline.
4. It is important that any secondary damage, (damage experienced during recovery), be recorded by the operator for investigation purposes.

National Transportation Safety Board	
<b>Contact:</b>	310.380.5660
<b>24/7/365</b>	310.725.3300
<b>Governing Regulation</b>	Part 830, Rules Pertaining to Aircraft Accidents, Part 831, Aircraft Accident/Incident Investigation Procedures.

### 3.4 [Federal Agencies](#)

When the disabled aircraft involves an international flight, the following federal agencies must be contacted and advised of the issue:

International Flights – Federal Agencies	
Contacts	
<b>USDA</b>	520.799.8348
<b>CBP</b>	520.670.6461
<b>Pima County Office of Emergency Management (OEM)</b>	520.798.0600 520.741.4911
<b>USPS</b>	520.388.5165 303.313.5370

**4.0 AIRLINE CONTACT LIST**

<b>COMPANY NAME</b>	<b>PRIMARY CONTACT NAME</b>	<b>PRIMARY CONTACT NUMBER</b>	<b>ALTERNATE PHONE NUMBER</b>
<b>American Airlines</b>	General Manager: Operations:	520.837.0014 520.837.0039	520.837.0040
<b>Alaska Airlines</b>	Station Manager: Operations:	520.917.7671 520.741.6203	
<b>Delta Airlines</b>	Station Manager: Operations:	520.741.6202 520.741.6203	
<b>Southwest Airlines</b>	Station Manager: Operations:	520.294.0875 520.573.4771	
<b>United Airlines</b>	Station Manager: Operations:	520-573.8259 520.573.8251	
<b>US Airways</b>	Station Manager: Operations:	520.573.8367 520.573.8365	520.573.8366
<b>Ascent Aviation</b>	Manager: AM Supervisor: PM Supervisor:	520.294.3481 520.429.2812 520.465.8737	
<b>Bombardier</b>	Office: Flightline:	520.741.5100 520.403.9863	

## 5.0 TOWING COMPANY CONTACT AND PRIORITY LIST

	COMPANY NAME	ADDRESS	PRIMARY CONTACT NUMBER	ALTERNATE PHONE NUMBER
1	Atlantic Aviation Services	1921 E. Flightline Dr. Tucson, AZ 85756	520.889.0593	
2	Tucson Jet Center	6720 S. Plumer Ave. Tucson, AZ 85756	520.746.1411	
3	Barnett's Towing	1514 South Freeway Tucson, AZ	520.623.9007	

## 6.0 RECOVERY EQUIPMENT

The list for the various types of recovery equipment available on and off the airport will be located with the TAA Fire Department and TAA Airside Operations. Prior arrangements have been made with local contractors and/or business establishments to be available on a 24-hour basis. The names and phone numbers are for use ONLY during an actual aircraft emergency.