



CIVIL AVIATION PUBLICATION

AGA 18

DISABLE AIRCRAFT REMOVAL

PLAN



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1.0 Introduction

1.1 An aircraft accident can occur at any time and in any weather conditions with varying degrees of magnitude and the aircraft involved may likely require assistance to remove it from the site. The aircraft removal event can range from minor debugging to major events including damaged or missing landing gear.

1.2 Disabled aircraft will affect many parties. The travelling public, other aircraft operators, the aerodrome operator and the operator of the incident aircraft will be affected to varying degrees.

1.3 The resultant runway and taxiway closures can substantially reduce the number of arrivals and departures and restrict movement around the aerodrome. Therefore, disabled aircraft that interfere with the normal activity of an aerodrome should be removed expeditiously. The recovery process may take from a few hours to many days depending on the severity. While recovery incidents cannot be predicted, they can be anticipated and prepared for.

2.0 Reference:

- Civil Aviation Act 2021
- CAAB Civil Aviation Regulations (CAR)-AGA 1,2 & 3
- ICAO Annex-14 Volume I,
- ICAO Doc 9137 Aerodrome Services Manual (Part-5).Removal of Disabled Aircraft

2.0 Purpose

2.1 The purpose of this Removal Plan is to provide supplementary guidance material to aerodrome operators in formulating the disabled aircraft removal plan. This Plan provides guidance on what is acceptable to demonstrate compliance with the regulatory requirements in CAAB Civil Aviation Regulations CAR-AGA 1 & 3.

2.2 This Plan recommends and explains elements of removal of a disabled aircraft, in particular, planning, response and responsibilities of the relevant parties.

2.3 The Appendices provide guidance to aerodrome operators in establishing an effective disabled aircraft removal plan for their respective aerodromes.

2.4 Appendix A presents an outline of a disabled aircraft removal plan and Appendix B offers a general review and guide to assist in the aircraft removal process.

3.0 Applicability

The Plan applies to all aerodrome operators certified and or licensed under CAR AGA 1 or 3. However, not all items addressed in this Plan will be applicable at every aerodrome. Aerodrome



operators should examine each item carefully, by considering the size, complexity and scope of operations at the aerodrome to determine what applies.

4.0 Objective

The objective of a disabled aircraft removal plan is to specify the roles and responsibilities of all parties involved to aid the appropriate management in ensuring that the removal of aircraft is executed as speedily as is consistent with the safety of personnel concerned and with the avoidance of further damage to the aircraft.

5.0 Legislation

5.1 Aircraft Accident Investigation Authority Act 2019 section 19 state the responsibilities for Protection of evidence, custody, and removal of aircraft.

5.2 When an accident or serious incident or incident in the territory of CAA-B to any aircraft either registered in CAA-B or any other State, the Minister being the authority of State of occurrence shall take all responsible measures to protect the evidence and to maintain safe custody of the aircraft and its contents for such a period as may be necessary for the purpose of an investigation.

5.3 Safe custody shall include protection against further damage, access by unauthorized persons, pilfering and deterioration and shall be deemed to be in the custody of the Minister. The aircraft shall not be removed or otherwise interfered without the permission of the Minister.

6.0 Disabled aircraft removal planning

6.1 The CAAB CAR AGA 1 section 4.6.14 requires each aerodrome to establish a comprehensive plan for the removal of a disabled aircraft on or adjacent to, the movement area and a coordinator designated to implement the plan, where necessary.

6.2 The disabled aircraft removal plan should be based on the characteristics of the aircraft that may normally be expected to operate at the aerodrome, and include among other things:

- 1 a list of equipment available on or in the vicinity of the aerodrome;
- a list of additional equipment available from other aerodromes on request;
- arrangements for the rapid receipt of aircraft recovery equipment kits available from other aerodromes.
- a list of nominated agents acting on behalf of each operator at the aerodrome;
- a statement of the airlines arrangements for the use of pooled specialist equipment; and
- a list of local contractors (with names and telephone numbers) able to supply heavy removal equipment on hire.



6.3 CAAB Aerodrome Standards recommends that a plan for the removal of an aircraft disabled on, or adjacent to, the movement area shall be established for an aerodrome, and a coordinator designated to implement the plan, when necessary.

6.4 Information regarding the capability to remove a disabled aircraft should be expressed in terms of the largest type of aircraft which the aerodrome is equipped to remove.

6.5 This capability should be based on the equipment available at the aerodrome and on equipment which can be available at short notice. Should the disabled aircraft removal plan take into account an airline pooling arrangement, the determination of the capability to remove a disabled aircraft should also take into consideration the specialized aircraft recovery kits available from the aerodromes.

6.6 The telephone/ fax number(s) of the aerodrome coordinator of operations for the removal of an aircraft disabled on or adjacent to the movement area (if contracted out) must also be made available to the aircraft operators and aerodrome operator.

7.0 Response

7.1 The removal of disabled aircraft can be complex and involve several specific procedures including multipart leveling and lifting actions. These procedures can be dangerous and safety precautions must take precedence over all other constraints. Prevention of secondary damage must also be a priority. In some cases, the removal process may not be able to commence until investigation by the Accident Investigation Unit has been completed and the aircraft is formally released. Because of these issues, it is not always possible for the aerodrome to be cleared as quickly as hoped for by the aerodrome operator.

8.0 Responsibilities

For an aircraft removal operation to complete as quickly as possible, all parties should be expeditiously facilitated and already have the proper procedures in place. An efficient removal operation requires sufficient planning and readily accessible recovery equipment.

9.0 Aerodrome Operator

9.1 Where the aircraft accident or serious incident occurs on or adjacent to the aerodrome, the aerodrome operator shall notify Director General – CAA-B and Air Accident Investigation Unit – Ministry of Transport as soon as reasonably practicable.

9.2 The aerodrome operator should have; personnel designated to coordinate the aircraft recovery operation; a disabled aircraft removal plan available; and a copy of aircraft operators' removal plan on file, for every regular user of the aerodrome.

9.3 The aircraft should be removed in a timely and efficient manner. The aerodrome operator would take over the responsibility and contract the removal to a third party in the event that the aircraft operator is unable to recover the aircraft or could not proceed in timely manner.



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9.4 The aerodrome operator should hold regular tabletop exercises with the aircraft operators to anticipate and prepare for various aircraft removal scenarios and their projected outcomes.

9.5 Aircraft recovery operations may be conducted while an aerodrome is still in operation. However, recovery devices such as mobile cranes may penetrate the obstacle limitation surfaces or interfere with radio navigational aids. Therefore, risks associated with the recovery operations should be mitigated to ensure aerodrome operational safety.

10.0 Aircraft operator

10.1 It is crucial that the relevant person of the aircraft operator notifies Aerodrome operator, Director General – CAA-B and Air Accident Investigation Unit –Ministry of Transport as soon as practicable after he becomes aware of the accident or serious incident.

10.2 It is the responsibility of the registered owner or aircraft operator to remove the disabled aircraft. The aircraft operator's insurance representative should also be notified of the accident or incident.

10.3 The aircraft operator should have an aircraft recovery process document available for review. The document should include information which the aircraft operator will use to remove the aircraft and all relevant contact numbers. A copy of the document should be provided to the aerodrome operator.

10.4 Expenditures incurred in the aircraft recovery process are to be borne by the Owner(s) and Operator of the aircraft.

11.0 Insurance underwriter

The aircraft operator is ultimately responsible for its aircraft, which includes its removal after an accident or a serious incident. The insurance underwriter may be involved in the aircraft removal process through a representative. The aircraft operator, with the assistance of the underwriter will arrange for the removal of the aircraft and, in the case where the aircraft operator possesses the necessary expertise, the operator will perform the aircraft removal. Every effort should be made during the recovery operation to avoid further damage to the aircraft as well as the accident site.



12.0 Conclusion

12.1 An established command structure and clear lines of communication between various parties is essential to the efficient removal of disabled aircraft. While tabletop exercises can help to anticipate and prepare for various aircraft removal scenarios, a postmortem of an actual disabled aircraft removal event should be conducted to examine areas where improvements can be made.

12.2 Periodic review of the disabled aircraft removal plan should be conducted by the aerodrome operator to ensure that the plan is in line with the aerodrome operator's own safety policy and in compliance with the requirements of CAA-B Aerodrome Standard and in tuned to the latest technology, where possible.