

## **ANNEX N: DISABLED AIR SYSTEM REMOVAL**

1. Removal and recovery of disabled Halton based aircraft is covered as follows:
  - a. Aircraft that can be towed safely are recovered by club vehicles or Ops Flt vehicles.
  - b. The AAIB should be contacted to verify that the assessment of the incident falls beneath that warranting an AAIB investigation.
2. **Visiting Civilian Air Systems.** Should a civilian Air System become disabled and cause a temporary closure to any Air Systems Operating Surface, the responsibility for the recovery of the Air System will lie with the Air Systems owner, as detailed on the certificate of registration. Under the authorisation/supervision of the Air System owner or Captain, Ops Flt or a Club vehicle will initially tow the Air System clear of any Air Systems operating surfaces to a suitable parking area provided a compatible towing arm is available. If a towing arm is not available, then consideration should be given to a manual move based on advice from the air system owner / aircraft captain. The Air System owner is then responsible for organising all recovery actions in coordination with Halton Ops Flt. It should be noted that, in extremis, RAF Halton reserve the right to remove any disabled Air System should it pose a threat to safety or operational output.
3. **AAIB Involvement.** In the event of a disabled civilian Air System, the AAIB should be contacted to verify that the assessment of the incident falls beneath that warranting an AAIB investigation. Specifically, the AAIB should be passed the following information:
  - a. Air System Identification
  - b. Air System Type
  - c. Nature of unserviceability
  - d. Location of Air System
  - e. POB.

If it is deemed that an investigation is required, the Air System should not be moved from its location.